

FAIRFAX CENTER AREA PROPOSED LAND UNIT PLAN TEXT

Draft September 19, 2016

(Includes preliminary staff recommendations on submissions)

The draft Comprehensive Plan text is based upon the adopted Comprehensive Plan, Area III, Fairfax Center Area, as amended through 7-26-2016, pages 43-112. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a strikethrough.

"LAND USE PLAN RECOMMENDATIONS - THE OVERLAY LEVEL

LAND USE

The land use assignments and intensities at the overlay level and associated options represent the preferred ~~option for level of development~~ if the guidance outlined within the Areawide Recommendations ~~major development conditions, particularly provision of substantial transportation improvements, are~~ is satisfied. The overlay level is based upon a single core concept. In this concept the core area contains the most intense mixed-use development. ~~The core area, and includes all of Land Units A and B and Sub-unit 15.~~ This core area is located west of the Lee-Jackson Memorial Highway (Route 50)/Interstate 66 (I-66) interchange, south of Lee-Jackson Memorial Highway, and north of ~~I-66~~ Government Center Parkway and Post Forest Drive. The core consists of the Fairfax County Government Center, Fairfax Corner, Fairfax Towne Center, Fair Oaks Mall and the adjacent office, hotel and commercial uses; residential uses; as well as plazas and open space.

In general, intensity of development at the overlay level diminishes with distance from the core area. ~~The overlay level represents a level of intensity achievable only in conjunction with the provision of substantial development elements. As such, it is a planning goal, rather than a prediction of the level of development that will be realized in the area. The intensity incentive philosophy is the underlying premise for setting development levels within the area.~~

—The baseline level represents the minimum level of density/intensity in the ~~three-tiered~~ implementation approach for the Fairfax Center Area. ~~The baseline level is substantially low density residential in character. All development at the baseline level should satisfy the applicable baseline development elements.~~

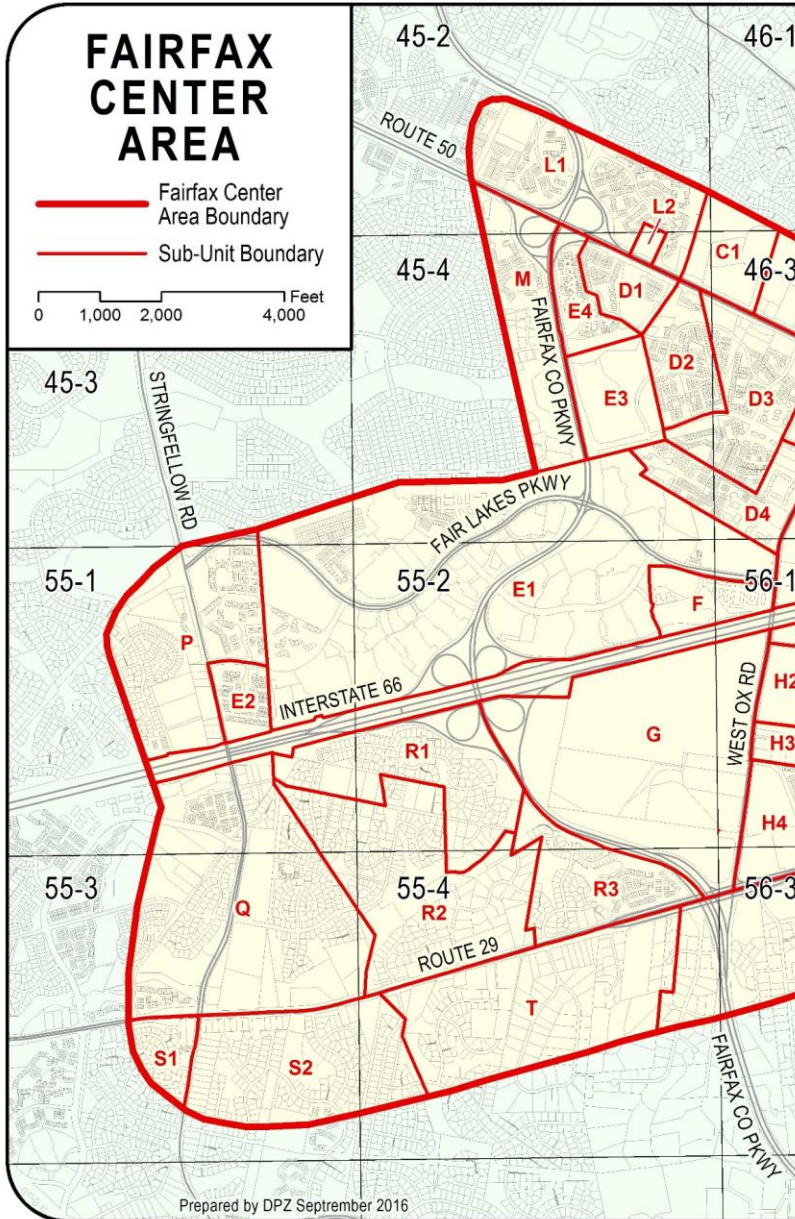
—The intermediate level represents a possible mid-range of intensity achievable through the provision of applicable development elements. ~~The intermediate level depicted in the land use summary chart is illustrative of only one of many potential development scenarios.~~

—The overlay level recommendations encourage ~~recognizes the potential of~~ the Fairfax Center Area to develop into a major mixed-use center in the county. Concentrations of multifamily residential developments in proximity to areas of commercial activity are incorporated in the Plan. While the overlay level is the preferred development intensity, an applicant may choose to develop at a lesser intensity of development.

Land Use Recommendations - By Land Unit

The Fairfax Center Area is divided into land units ~~as shown in~~ lettered A through V (See Figure 10~~3~~³). The ~~following Plan text~~ recommendations are presented on an individual land unit and sub-unit basis. ~~To describe these recommendations fully, each unit is described through the use of the following elements:~~

-
1. ~~Plan Text: Specific Plan text recommendations and considerations for the development of each specific land unit are included. The Plan text for each land unit refers to the maximum intensity allowed with the overlay level or associated options, as well as other considerations for development within each land unit.~~
 2. ~~Land Use Summary Chart: This chart represents the key linkage mechanism between the Plan and the proposed performance criteria for the development of that Plan. The charts summarize the use and density/intensity recommendations for each land unit.~~



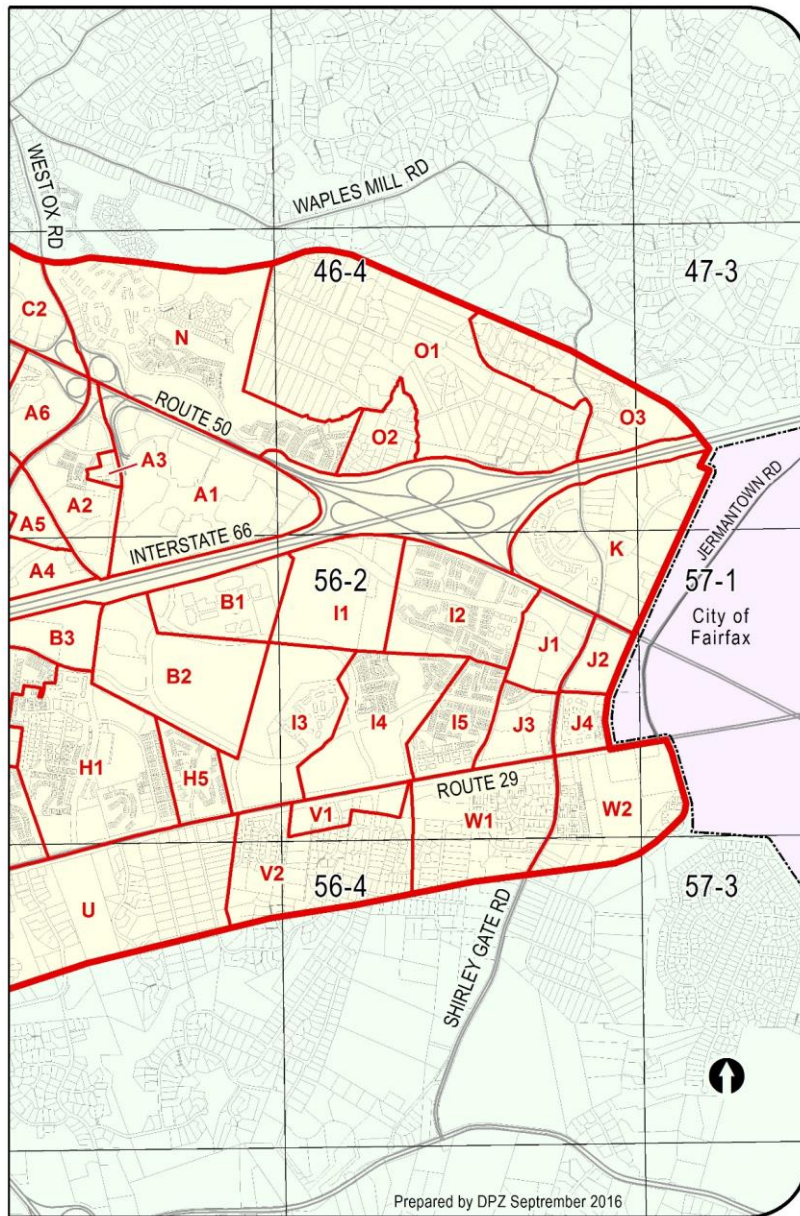


FIGURE 130

The following land use categories are utilized within the land unit recommendations to achieve the desired mix of uses within the Fairfax Center Area.

Office/mix: Predominantly office use with other associated commercial activities limited to those allowed in the county's Planned Development Commercial (PDC) zoning district with housing as the dominant secondary use. A 2 to 1 split between primary uses and residential uses is assumed and is the goal of the Plan for these areas.

Residential/mix: Predominantly residential use with supporting retail and service activities within the limits set forth in the county's Planned Development Housing (PDH) zoning district as the secondary uses. It is recommended that planned mixed uses be achieved via the county's P districts. If conventional zoning districts are used, the developer is expected to commit to a development plan which assures that Plan objectives are achieved.

SUBURBAN CENTER CORE

General Development Conditions

As the primary mixed-use development in the area, the Suburban Center Core area should exemplify the overall planning philosophy of the Fairfax Center Area. The linear park along the north side of Monument Drive and urban plazas must be accommodated in development plans for the area. Development plans should also portray any future building and parking structure phasing that would result in the maximum allowable FAR. The highest quality of site and architectural design is expected for proposed development in this area. In addition, landscaping, lighting, and sign design should be well-integrated. A day-night activity cycle is recommended through a mixture of office, retail, hotel, entertainment, and housing opportunities.

LAND UNIT JA

CHARACTER

This land unit is located west of the Lee-Jackson Memorial Highway /I-66 interchange and includes the Fair Oaks regional mall, Fair Lakes Promenade, Fairfax Towne Center, Centerpointe office development, and surrounding commercial and residential development. The Land Unit encompasses the highest planned intensities in Fairfax Center and is part of the core area.

RECOMMENDATIONS

Land Use

General Development Conditions

As the primary mixed-use development in the area, the J Land Unit area should exemplify the overall planning philosophy of the Fairfax Center Area. The linear park along the north side of Monument Drive and urban plazas must be accommodated in development plans for the area. Development plans should also portray any future building and parking structure phasing that would result in the maximum allowable FAR. The highest quality of site and architectural design is expected for proposed development in this area. In addition, landscaping, lighting, and sign design should be well integrated. A 24 hour activity cycle is

~~recommended through a mixture of office, retail, hotel, entertainment, and housing opportunities.~~

Sub-unit ~~J5A1~~

Baseline: Mixed use up to .15 FAR

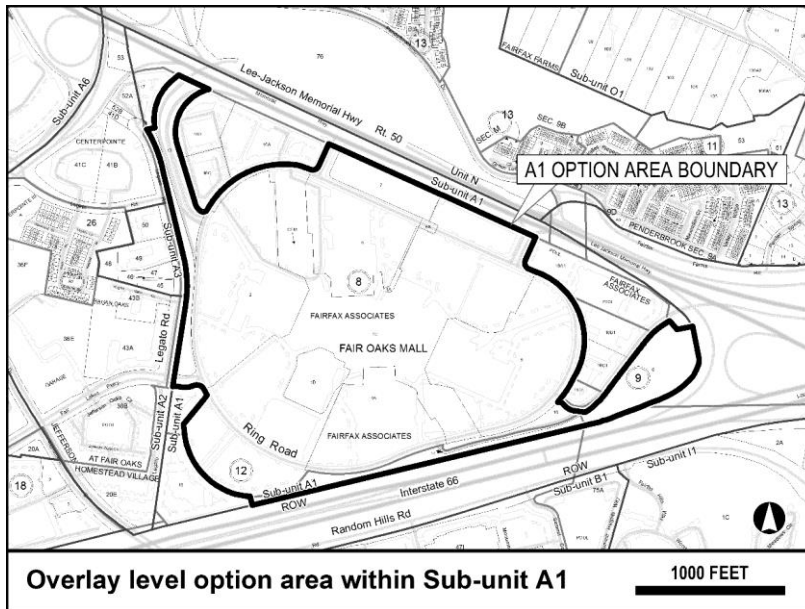
Overlay: Mixed use up to .65 FAR

Sub-unit ~~J5A1~~ consists of approximately 133 acres and contains the Fair Oaks regional mall at its center and several office buildings and hotels around its perimeter. A Metrorail station is planned to be constructed along I-66 with a pedestrian connection to the sub-unit. Subject to adoption by the Board of Supervisors, a Bus Rapid Transit (BRT) system may be constructed as an interim or alternative transit mode. The BRT system, if deemed appropriate, would potentially extend westward toward the county line and potentially into Prince William County from the Vienna Metrorail station or points east. BRT is defined as a system operating in the median of I-66 in an exclusive lane, segregated from the public traffic on I-66. The system would be served by stations similar to Metrorail with bridge connections to adjacent parcels. Service would consist of larger buses such as articulated buses. BRT is a higher quality system than the express bus or bus priority system as recommended in the 2010 Virginia Department of Rail and Public Transit's (DRPT) I-66 Transit/Transit Demand Management (TDM) study.

Sub-unit ~~J5A1~~ is planned at the ~~o~~Overlay level up to 0.65 FAR overall. The 109.5-acre portion of the sub-unit that contains the Fair Oaks Mall property ("mall property"), as shown on Figure 141, is planned for residential, retail, hotel, and office uses at the ~~o~~Overlay level, which equates to approximately 3.1 million square feet of development. The approximately 24-acre remainder of the sub-unit is planned for retail, hotel and office uses at the ~~o~~Overlay level. As an interim phase in the ~~o~~Overlay level, the mall property is planned for retail and office uses up to an intensity of 0.50 FAR. Redevelopment at the interim phase should meet the development elements and the performance criteria recommended at the ~~o~~Overlay level.

As options at the ~~o~~Overlay level, development on the mall property may be increased up to 3.8 million square feet (an intensity of up to 0.80 FAR) subject to adoption and funding of a BRT system ("BRT Option") and increased up to 4.8 million square feet (an intensity of up to 1.0 FAR), subject to funding of the planned extension of Metrorail along I-66 in the vicinity of the mall ("Metrorail Option"). The majority of the development under the Metrorail Option should be concentrated near the planned transit station within approximately ¼ mile of the platform. As redevelopment occurs across the mall property, the cumulative total square feet should not prevent the potential for the most intense development from being located near the station.

While preserving the sub-unit's role as a regional retail center, redevelopment of the sub-unit and the mall property, in particular, presents an opportunity to transform the auto-oriented, suburban-style character of the sub-unit into an inter-connected, urban-style, transit and pedestrian-friendly place. In order to achieve this goal, the ultimate vision for redevelopment should be defined at the earliest phase of redevelopment through a conceptual circulation plan. The plan should ensure that any redevelopment works toward achieving the ultimate goal of an integrated, transit-oriented development. If redevelopment includes individual development phases, a logical phasing plan should be part of any redevelopment proposal to demonstrate how ultimate development at the greatest planned intensity will achieve Comprehensive Plan goals.

**FIGURE 141**

Circulation into, around, and through the mall property, connecting to land uses on the periphery of the mall property and outside the land unit, should be the primary component of conceptual plan. The central location of the mall in the sub-unit and its spoke-like design present a challenge for movement, particularly for pedestrians. The future vision should identify multi-modal corridors of movement and how connections will be improved or enhanced to safely accommodate pedestrians, bicyclists, and transit in the sub-unit. Vehicular and pedestrian conflicts at intersections should be identified, and the needs balanced or prioritized. The design should bring the internal activity and vibrancy of the mall outward to the surrounding streetscapes of the new development by extending mall corridors outward to the new roadways. The circulation pattern should be logical and cohesive and recognize that the most direct connection across the site will occur through the mall building.

The vision should be realized through a synergistic mixture of land uses and a coordinated design. The retail use in the mall may expand up to two million square feet under the overlay or overlay option levels. Initially, the mall's retail use should comprise the majority of the total development. As redevelopment occurs under the options on the mall property, the land use components should shift such that the mall square footage should become less of the total development, and the new development on the mall property at the Metrorail Option becomes the majority of the total square feet. Under the Metrorail Option, the residential component should be generally 30 percent of the total development, and the retail use of the mall should be generally 40 percent of the total development.

Residential uses should be designed and located in a manner that reduces the traffic-related noise impact on such uses, as per county policy. Retail uses, exclusive of the mall, should

be conveniently located in the ground-floor of buildings in order to serve the residents and employees, animate the street, and promote pedestrian activity. The retail uses also should be located strategically to take advantage of visibility and promote walkability, at such areas as prominent entryways, corridors, or public plazas. Residents, employees, and visitors should have convenient access to urban parks, open space, recreational space, and other services. A network and hierarchy of open spaces and urban parks should be established per county policy.

The building orientation and site layout should contribute to the connectivity internal to the mall property, encourage walkability, and create a pedestrian-scaled environment. Block sizes should be compact with buildings located close to one another and aligned with and oriented to the street. A variety of building heights, massing, and articulation should be provided to create visual interest along the street and minimize sun shading of the street or adjacent parcels by tall structures. Loading areas, blank walls, and rear-facades should be treated in ways that do not detract from an urban street experience. Redevelopment along the perimeter of the mall property should be inviting and designed to relate to the neighboring uses. Entryways, including the Fair Lakes Parkway and the planned transit station, should contain notable gateway features, such as public art, plazas, landscape features, or interesting architecture to mark the threshold of the development. Signage or other wayfinding devices should be incorporated as gateway features and installed as part of a comprehensive wayfinding plan to facilitate easy movement around the property. The architecture, landscaping, signage, and materials should establish unified design themes at the earliest phase of development.

Improvements to roadways, streetscapes, and intersections may be phased as development builds out. These improvements should enhance non-motorized physical connections and to ensure safe usage for pedestrians, bicyclists, drivers, and transit riders of all ages and abilities. Sidewalks, bicycle lanes, or bicycle signage indicating that the road is shared with bicyclists should be constructed in accordance with the circulation plan as implemented through the phasing plan. Streetscapes should be animated and attractive through the usage of storefront windows with browsing areas, entrances, landscaping, plazas, unique paving materials, outdoor cafes, seating areas, and other street furniture or amenities. Roads that are privately owned and/or maintained should be designed to provide mobility for vehicle, pedestrians, and cyclists. The ability of transit service to operate within the sub-unit should remain.

Parking should be consolidated into structures, under-ground or above ground, and integrated into the streetscape in order to minimize, if not eliminate, surface parking lots. On-street and underground parking with short-term on-street parking for the retail stores should be given preference over other forms of parking. Structured parking should be located behind buildings or, if visible from the street, screened or treated in a manner that contributes to the visual appeal of the streetscape. If surface lots must be utilized, redesign and consolidation is encouraged to accommodate space for trees and other landscaping features. Creative approaches to reduce the amount of required parking provided, such as shared parking strategies or parking maximums should be considered.

In anticipation of the transit station, the design and circulation on the mall property should promote connectivity throughout the mall property to the transit station. Redevelopment should provide a prominent connection from the station platform to the mall with the highest intensities located near the station platform and this connection. The connection should include street-level retail uses, cafes, or an urban park. A central plaza or park also may be a component of this linkage or located elsewhere on the site. This central feature should contribute to the distinct identity of the place and serve as a main attraction and foundation for a network of urban parks throughout the development. Facilities for the

transit station users such as shelters, real time information displays, bus bays, bicycle racks, kiss and ride, or other related facilities and improvements, should be provided. When the BRT or Metrorail station becomes operational, the mall should provide a level of access through the building taking into account the operational aspects of the mall and the transit station. The mall will retain full control over its private property and may continue to enforce its access and other policies and rights.

Non-motorized connections into the sub-unit, across the Ring Road, and to the mall should be enhanced. The Ring Road is shown on Figure 141. Crossings of the Ring Road should be improved with pedestrian-activated signals and crosswalks at a minimum. Crosswalk design should alert drivers of the crossing and may include special paving materials and striping. Crossings should be complemented by a designated walkway to the mall building and should be designed with sufficient width to avoid conflict with vehicles. ~~Above the intermediate level~~ At the overlay level, the pedestrian pathway from Legato Road, where the north-south section of Legato Road meets the east-west section of Legato Road, should be improved to increase safety for the pedestrian and potentially accommodate bicyclists with any redevelopment. As an alternative, a new pedestrian connection from Legato Road to the crosswalk where the Lee-Jackson Memorial Highway ramps meet the Ring Road may be considered.

Commented [RK1]: Intermediate is mixed use .25. Present intensity is higher (.33 FAR).

In addition, redevelopment ~~above the intermediate~~ at the overlay level should accommodate a safe pedestrian crossing from Fair Lakes Parkway, across the Ring Road, and to the mall. An extension of the sidewalks, from Legato Road along both sides of Fair Lakes Parkway is the preferred option. At a minimum, the sidewalk on at least one side of the Parkway should be extended to the Ring Road. However, if the preferred option cannot be immediately accommodated, then an interim option may be explored, involving an improvement to the existing pedestrian connection from Fair Lakes Parkway to the Ring Road, which aligns with the existing sidewalk to the mall. If neither of these options is feasible with development up to an intensity of 0.50 FAR, then another option, which accomplishes the objective of a safe, signalized, pedestrian crossing at a crosswalk in the vicinity of the Fair Lakes Parkway and the Ring Road, may be considered as an interim improvement. Redevelopment above 0.50 FAR should improve the intersection of Fair Lakes Parkway and the Ring Road to facilitate safe pedestrian movement. Redevelopment also should consider the impacts on nearby roadways. Fair Lakes Parkway is considered the major western access, and this roadway is anticipated to continue to function as such for all modes of travel in the future. As a result, redevelopment at the earliest phase should study Fair Lakes Parkway from the Ring Road to West Ox Road to improve traffic operations, and pedestrian safety should be balanced with vehicular needs. Furthermore, above the 0.50 FAR, evaluation, including a weave analysis, should be conducted for both right-in and right-out ramps on eastbound Lee-Jackson Memorial Highway at Fair Oaks Mall to the westbound and eastbound I-66 on-ramps. This movement should be monitored and potentially mitigated as development exceeds 0.50 FAR and builds-out to the 1.0 FAR. The operations of each Lee-Jackson Memorial Highway and Ring Road intersection also should avoid queuing onto Lee-Jackson Memorial Highway for any redevelopment.

Redevelopment above the 0.65 FAR should be predicated on at least one new vehicular connection into the sub-unit. In preparation for this connection(s), any redevelopment that interacts with or impedes the landing area of the potential connection(s) should include an evaluation of the feasibility of the extensions of 1) the east-west section of Legato Road to the Ring Road; and 2) Government Center Parkway across I-66 to the Ring Road. The study should consist of the preliminary design and/or conceptual engineering, (as appropriate depending on where and what level of development is proposed), the overall site concept, the interface of development with the extension, the connection into the Ring Road, and the safe accommodation of transit, pedestrians, and bicyclists. The connections

should integrate into the circulation plan for the property, and the extension of Government Center Parkway should complement and not interfere with the location of the transit station. The Government Center Parkway extension should be considered a regional and a local improvement and would require both public and private investment. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered, if the study deems the improvement feasible.

If the Government Center Parkway extension is not feasible, a pedestrian bridge from the mall property to Sub-unit ~~P2B1~~ should be considered as part of a transit system improvement as a connection for pedestrians across I-66. A pedestrian bridge would not satisfy the need for a new vehicular connection elsewhere, such as Legato Road. The bridge should not interfere with the location of the transit station and should integrate into the circulation plan for the property. The study of the bridge should take into account the timing of the construction of the BRT or the Metrorail station, which may serve a similar purpose and deem the bridge unnecessary. The addition of this improvement to the Fairfax Center Area Road Fund listed improvements should be considered.

In addition to roadway improvements and enhancements to the pedestrian environment, other strategies to reduce vehicular trips should be employed. A Transit Demand Management program should be developed and implemented in order to reduce vehicular trips with any redevelopment. Overall trip reductions with redevelopment above the 0.25 FAR, the former ~~Intermediate-level~~ must be at least 16%. The overall trip reductions under the BRT Option and the Metrorail Option should be 21% and 30%, respectively. The Virginia Department of Rail and Public Transit has recommended a bus priority system along the I-66 corridor as short-term transit improvement. A TDM measure could include a contribution to the bus priority system or other measures to encourage the use of the bus priority system.

Redevelopment on the mall property also should continue to allow direct local bus access to and through the site to support the existing and planned local bus service that accesses the sub-unit. On-site facilities should be improved by constructing an enhanced transit stop to serve the local bus services. The transit stop should be located as close as possible to existing or future development in a convenient and accessible area. Facilities for the transit riders, such as shelters, real time information displays, bus bays, bicycle racks, or other related improvements, should be provided. The enhanced transit stop should be incorporated into the phasing plan that will be established in the initial phases of redevelopment.

Any redevelopment also should address impacts to other county priorities. Redevelopment should provide affordable and workforce housing through compliance with the Affordable Dwelling Unit Ordinance and other county policies. For proposals that exceed the ~~o~~Overlay levels, any redevelopment should exceed the recommendations of the ~~o~~Overlay level in regards to affordable and workforce housing. For example, the total percentage of affordable housing, both Affordable Dwelling Units plus Workforce Dwelling Units may exceed the county policy of 12% plus applicable bonus density. Furthermore, any new nonresidential development at the ~~o~~Overlay option levels should also make a per-square foot financial contribution to the Fairfax County Housing Trust Fund that will be used to create affordable and workforce housing opportunities. The amount and period of time should be determined at the time of rezoning development review. If nonresidential floor area is achieved through a bonus for providing affordable and workforce dwelling units, the bonus floor area should not be included when calculating the contribution amount. Ground level retail located in office, hotel, and residential buildings should also not be included when calculating the contribution amount.

Any redevelopment should incorporate green building practices and energy conservation, water conservation, and stormwater management measures in new buildings as per county policy within designated activity centers. New development should commit to county policy on green building, including certification through established green building rating systems, such as Leadership in Energy and Environmental Design program or other equivalent programs with third party certification. Any expansion or substantial renovations of the existing structure should incorporate green building features to a significant extent. Incorporation of green building features for the existing mall building should be encouraged. Redevelopment should reduce impervious surface, achieve better control over stormwater runoff, and minimize or eliminate downstream degradation to the streams in the area. Low Impact Development practices of stormwater management (e.g., bioretention facilities; vegetated swales) should be utilized towards this end. Any redevelopment above the 0.65 FAR should include exceptional commitments that exceed the county policy for stormwater management and green building.

Any redevelopment also should address the impacts of the development on surrounding parks, recreation facilities, and schools. A contribution to the construction of new athletic fields and/or upgrading existing fields at parks within the service area, the construction of master planned park facilities, and the replacement or improvement of aging park facilities at nearby parks should be made when the oOverlay options are implemented. The impact to schools by the residential uses that are included in the oOverlay and the oOverlay options should be mitigated at each phase of development.

Sub-unit J2A2

Baseline: Residential use at 5 dwelling units per acre; office use up to .25 FAR

Overlay: Office mixed use up to 1.0 FAR

This sub-unit is planned for office mixed-use at an FAR of 1.0 at the overlay level and is developed with a mix of office, residential, and hotel uses. A hotel may also be an appropriate use. All development plans must included provisions for at the linear-park, planned for along the north side of Monument Drive. This linear park will be a major amenity and pedestrian corridor for the area and must be preserved.

Commented [RKM2]: The linear park is consumed in the overall Urban Park Framework guidance.

~~Two options may be considered for designated sites in Sub-unit J2, as follows:~~

~~1. As an option, office use up to 1.0 FAR at the overlay level may be appropriate for Tax Map 46-3((1)) 40, 41B, 41C and 51 with full parcel consolidation.~~

~~2. As an option at the overlay level, a total of 402,000 square feet of multifamily residential use may be appropriate for is developed on Tax Map Parcel 46-3((1)) 36E, up to a total of 402,000 square feet, including a small integrated component of neighborhood-serving ground-floor retail is encouraged to be included, so long as market conditions warrant viable use(s). This site is located on the northeast corner of the intersection of Monument Drive and Fair Lakes Parkway. These uses were may be considered under the following conditions:~~

- Provide high-quality urban architectural and landscaping design to create a signature development on this very visible corner site.
- Development should take the form of high-density residential use. A majority of the units should be one-bedroom or efficiency units to minimize the impacts on schools.

- A contribution should be made to the county's low and moderate-income housing goals through an appropriate proffer for Affordable Dwelling Units (based on the prevailing Ordinance requirements at the time of Site Plan approval) or a combination of Affordable Dwelling Units and a contribution to the Housing Trust Fund.
- Provide the required parking for residents in structures. Provide convenient parking for visitors and customers of any proposed retail use onsite.
- Articulate the facades in order to reduce the appearance of the building mass.
- Provide a linear park along the east side of Monument Drive to encourage pedestrians to walk to nearby shopping, restaurants, movie theatres and workplaces. The linear park should meet the following conditions:
 - 1) Subject to approval of the Virginia Department of Transportation, remove the existing sidewalk in order to provide a single trail with improved landscaping, including street trees.
 - 2) Street trees should measure 3 inch caliper at a minimum.
 - 3) The width of the linear park should be a minimum distance of 20 feet.
 - 4) At least one major plaza should be provided as a public gathering place.
 - 5) To take advantage of the articulation of the buildings, additional small courtyards along Monument Drive should be provided, to include landscaping and benches.
 - 6) The intersection of Monument Drive and Fair Lakes Parkway is a major focal point in Land Unit ~~JA~~3. The corner should be feature a special treatment that is visually pleasing to both pedestrians and drivers. Special features, such as landscaping with a fountain, public art, an outdoor clock or appropriate architectural treatment(s) are encouraged to help define the corner site.
- Ensure that street trees are provided along Fair Lakes Parkway, relocating existing trees or replacing street trees lost during development as recommended by the county.
- Provide buffering and screening between the residential use and adjacent office and/or parking structures and lots.

Sub-unit ~~JA~~3

Baseline: Institutional use up to .15 FAR; office use up to .25 FAR

Overlay: Office use up to 1.0 FAR

The church that currently occupies this area is a viable land use within the context of the Plan. The building is attractive and in good repair. It is located on a high point topographically and presents a quality image for the area. Expanding the church on-site up to .50 FAR may be appropriate under the following conditions:

- Design the institutional complex so that the buildings (including the parking structure) are coordinated in terms of landscaping, architecture, building materials, and pedestrian and vehicular access.

- Provide most, if not all, of the parking in a structure;
- Mitigate any negative impacts on the adjacent residential use that are the result of expanding the institutional use. Provide enhanced landscaping, buffering and screening between the institutional and residential uses to provide effective year-round screening between the uses. Landscaping should be installed during any redevelopment and maintained to ensure adequate height and coverage of vegetation throughout each development phase. Architectural treatments and enhanced landscaping for structured parking are encouraged to lessen the visual impact of the structure on the adjacent residential use.
- Coordinated development with adjacent development in Sub-unit ~~J2A2~~ is encouraged, if feasible, to provide a second point of access to Sub-unit ~~J3A3~~ and continuous pedestrian facilities on-site.

High-quality office use may be considered ~~as an option~~ up to 1.0 FAR at the overlay level, comparable to that found in the adjacent Sub-unit ~~J2A2~~, under the following conditions:

- Provide site and building design that mitigates the negative impacts of office use on the adjacent residential use, including, but not limited to, landscaping, buffering, and screening.
- Provide pedestrian facilities and landscaping on the frontage along Legato Road.
- Coordinated development with adjacent development in Sub-unit ~~J2A2~~ is encouraged, if feasible, to provide a second point of access to Sub-unit ~~J3A3~~ and continuous pedestrian facilities on-site.

As an option at the overlay level, approximately 190 multifamily residential units may be considered if the applicable conditions for the overlay level are met. High quality, urban-style architecture, landscaping, and site design should be provided including publicly accessible urban park spaces and streetscape consistent with the development to the west along Legato Road. Architectural treatments and enhanced buffering and landscaping are strongly encouraged to lessen the visual impact of the buildings, including structured parking facilities, on the adjacent residential use. Construction of or contribution to pedestrian enhancements should be made on the Legato Road frontage along the eastern side of the sub-unit to improve connectivity to the Fair Oaks Mall and future planned transit station in Sub-unit A1 with any redevelopment.

Sub-unit ~~I5A4~~

Baseline: Residential use at 8 dwelling units per acre

Overlay: Office mixed use up to .50 FAR

~~This sub-unit is planned for office mixed-use at .50 FAR and is part of the core area of Fairfax Center. As the primary mixed-use development in the area, this area should exemplify the overall planning philosophy of the Fairfax Center Area. The highest quality of site and architectural design is expected for the proposed development in this area. In addition, landscaping, lighting, and sign design should be well integrated. Urban plazas must be accommodated in development plans for this area.~~

~~As an option, notwithstanding the .50 FAR office mixed use recommendation—above,~~ approximately 125,000 gross square feet of retail/commercial use with a maximum of three

additional free standing commercial uses is planned for and may be appropriate developed south of Fair Lakes Parkway, subject to the following conditions if the highest quality of site and architectural design is provided; landscaping, lighting, and site design are well integrated; an urban plaza is accommodated and the following additional conditions are met:

- The highest quality of site and architectural design is provided;
- Landscaping, lighting, and site design are well-integrated;
- An urban plaza is accommodated;
- Tax Map Parcels 56-1((18))1, 2, 3, and 4 are consolidated;
- A design which integrates free-standing uses results in a pedestrian-friendly environment. Drive-thru restaurants are not appropriate; and
- Berming and/or landscaping along Fair Lakes Parkway, I-66 and West Ox Road should reflect the high standards envisioned for Fairfax Center and continue the parkway-like landscaping along these arterials. Parking lot landscaping should exceed Zoning Ordinance requirements by an amount which will demonstrably mitigate the visual impact of surface parking and thereby further the high quality design objective. Hardy, major shade trees with a minimum 3" caliper should be planted.

As an alternative to the approved office development, commercial use, not to exceed a total of 10,000 gross square feet, may be appropriate is planned for and developed between the Fair Oaks Gables apartments and the Fair Lakes Parkway (Tax Map Parcel 56-1((1))15C). A single use is preferred, but two uses may be provided if the scale of the use and the activities involved can be demonstrated to be compatible with the adjacent residential community. Commercial use is not planned to exceed a total of 10,000 gross square feet. Compatibility can be demonstrated by:

- Providing a high quality site and architectural design;
- Designing a development plan with well-integrated landscaping, and lighting;
- Buffering the commercial use along the northern part of the parcel with an ample screen of existing mature trees supplemented with additional vegetation to buffer the adjacent residential community;
- Minimizing adverse impacts on the residential area (including, but not limited to, those caused by extended hours of operation, noise or lights); and
- Landscaping the perimeter of the site with the same high quality treatment as that which is recommended south of Fair Lakes Parkway.

Sub-unit J4A5

Baseline: Residential use at 2 dwelling units per acre

Overlay: Office mixed use up to .50 FAR

This sub-unit is planned for office mixed-use development at .50 FAR at the overlay level and is developed with multifamily residential use as a component of the office mixed-use development located in Sub-unit A2.

Sub-unit ~~H~~A6

Baseline: Residential use at 2 dwelling units per acre

Overlay: Office mixed use up to .45 FAR

This sub-unit is planned for office mixed-use development at the overlay level. This sub-unit represents a transition between the mixed-use Suburban Center core area to the east and the non-core area to the west and south. Excellence in site planning and design is expected of any development in this sub-unit, particularly since the unit occupies such a highly visible location. As an option at the overlay level, residential, office, hotel, and/or retail/commercial mixed-use redevelopment may be appropriate up to an intensity of 0.8 FAR on Tax Map Parcel 46-3((1))24A. Redevelopment should become a focal point for the area, designed as a pedestrian-oriented, mixed-use town center that is more urban in character. Surface parking lots should be infilled with mixed-use development, well-connected urban parks, and structured parking. High quality design and landscaping should be employed to mitigate impacts on the adjacent residential use. Safe and efficient pedestrian connections should be provided to link the mix of uses in this sub-unit. The following conditions should be met to implement this option:

- A coordinated development plan should be provided that defines both the ultimate vision and any phasing of the redevelopment. All phases should incorporate enhancements to the pedestrian environment for residents, visitors and workers.
- Higher intensities should be generally clustered on the northeastern portion of the subunit and along West Ox Road to consolidate the mixed use area and minimize visual impacts to the adjacent residential neighborhoods to the west, to the extent possible. New development should articulate building heights and massing to respond to the scale of adjacent uses and provide a gradual transition in height toward the residential areas to the west.
- The land area currently used for parking at the western end of the shopping center plaza may be appropriate for residential development with 10,000 to 20,000 square feet of retail use integrated into the development on the first floor facing the shopping center plaza. The residential development should not exceed four stories.
- Building articulation of the new development, including ground floor use and design, should utilize distinct architectural treatment and avoid large, monotonous areas of building wall as much as possible. Building frontage should typically follow new interior street geometry. In addition, attention should be paid to improving the street edge along West Ox Road, which should complement the development on the opposite side of the roadway through building orientation and placement, and high quality building design and landscaping. Small, individual pad sites and drive-through uses should be discouraged.
- Smaller, more walkable blocks; enhanced transit stop(s) serving the site and pedestrian connections to and from the stop(s); and comfortable and convenient connections to usable open space areas, between buildings, and pedestrian facilities on all internal streets are encouraged to improve the pedestrian environment.
- A network of well-connected, usable public spaces should be provided in accordance with the Urban Parks Framework. Plazas and open spaces should be designed to function as public places for people to gather and linger. The existing central plaza

and the linear park along Monument Drive should be enhanced and form the basis for the network. The central plaza should be highly visible as you enter the site from West Ox Road, designed for optimal use, and complemented by the building design and land uses surrounding it. The plaza should be supported by secondary open space areas that are distributed throughout the site, including the linear park along Monument Drive.

- The development should address the increased need for recreation facilities to serve future residents and office workers by providing convenient access to active recreation facilities and/or through a contribution to the Park Authority for the construction or improvement of nearby offsite recreation facilities that will be impacted.
- A well-connected trail and sidewalk system should be incorporated into the design that promotes walkability and bike-ability internally as well as connections to the surrounding areas. Special attention should be given to improving the safety of the crossing at West Ox Road and Legato Road for pedestrians.
- Any remaining surface parking lots are expected to provide continuous, attractive and safe pedestrian routes through them, as part of an overall circulation plan. Additional landscaping should be provided in the remaining surface parking to improve and coordinate connections through parking areas.
- Automobile circulation should be improved within the site through the establishment of a grid of streets and at access points by promoting the usage of the Monument Drive entrance through design and signage. This should be balanced by the need to encourage pedestrian activity.

LAND UNIT ~~PB~~

CHARACTER

This land unit is located north of ~~Lee Highway~~ Government Center Parkway and Post Forest Drive, east of ~~the Alden Glen townhouse development~~ West Ox Road, south of I-66 and west of Land Unit ~~Q1~~. This land unit contains the Fairfax County Government Center, ~~and Fairfax Corner, and multifamily residential development along Post Forest Drive.~~ Transit improvements that are proposed for the area adjacent to I-66 include a Metrorail station and a park-and-ride facility. Potential facilities could also include express bus and kiss-and-ride facilities.

RECOMMENDATIONS

Land Use

Sub-unit ~~P2B1~~

Baseline: Office use up to .25 FAR

Overlay: Office mixed use up to .35 FAR; 300-room hotel use

This sub-unit is planned for office mixed-use development at an intensity of .35 FAR at the

Commented [RKM3]: This was in table but not specified in text. Hotel is spelled out as a possible use under office-mixed use, so is this redundant?

overlay level. ~~Development of this area should include, with~~ a mixture of uses including office, residential, hotel, entertainment, recreation, and support retail.

In order to develop this sub-unit at the overlay level, the following conditions should be met:

- Mitigation of noise impacts from I-66;
- Office development orientation to I-66;
- Housing development orientation to the EQC;
- Potential sharing of amenities with the Fairfax County Government Center;
- Mitigation of potential negative traffic impacts on surrounding areas;
- Mitigation of impacts on the adjacent, existing residential neighborhoods;
- Provision of pedestrian access throughout the site particularly along the north side of Monument Drive;
- Primary access should be from Monument Drive;
- Linkage to the Fairfax Center core area on the north side of I-66 via Monument Drive bridge; and
- Roadway connections should be provided between Random Hills Road and Monument Drive through Sub-unit ~~P2~~B1.

~~The majority of t~~This sub-unit contains the ~~414.5-acre~~ Fairfax Corner development, which is planned and approved for residential, retail, office and hotel uses up to an overall .35 FAR. The eastern portion of Sub-unit P2 is developed with multifamily residential uses at The Reserve at Fairfax Corner, which contains approximately 652 garden apartments. The western portion of the sub-unit (the approximately 36-acre core Fairfax Corner mixed-use area) is developed with office, retail and residential uses and is approved for development up to .60 FAR (255,000 SF of residential uses and 686,123 SF of nonresidential uses).

Commented [RKM4]: Move to sub-unit I1.

As an option at the overlay level, additional mixed-use development may be appropriate for the western portion of Sub-unit ~~P2~~B1, which has been developed as the Fairfax Corner mixed-use core area. Specifically, the 32-acre area shown in Figure 152 (bounded by Random Hills Road to the north, Government Center Parkway to the west, Monument Drive to the south, and Summit Corner Drive to the east, excluding the Camden Fairfax Corner development (Tax Map Parcel 56-1 ((1))47E and Tax Map Parcel 56-2 ((1))75A)) is planned for mixed-use development at .50 to 1.0 FAR, to encourage additional mixed-use development that will refine and enhance this core area of Fairfax Corner.

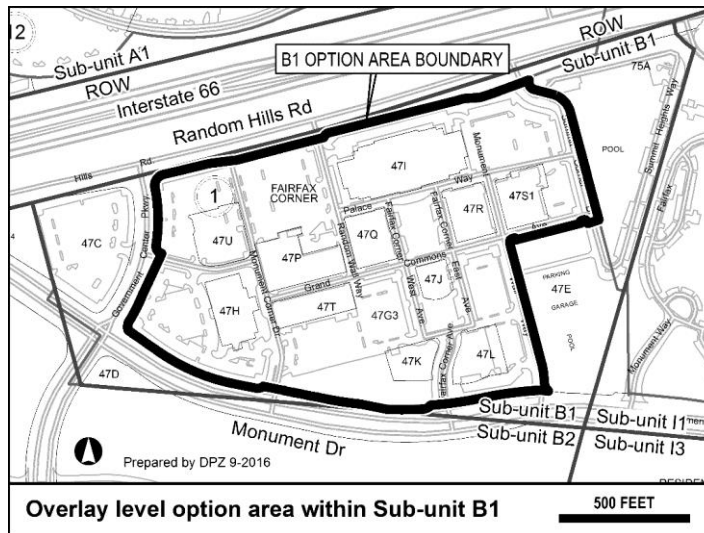


FIGURE 152

Intensity between .50 FAR and up to 1.0 FAR for this area may be appropriate provided that applicable ~~major and minor development elements~~ are ~~arewide recommendations~~ of the Fairfax Center Area are addressed, along with the following additional conditions:

- Any residential development under this option will be deemed to be the high end of the Plan density range for affordable housing calculations. The provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the county's median income is encouraged.

Design

- To accommodate additional development at Fairfax Corner it will be necessary to redevelop surface parking lots. Parking should be provided in structures and/or underground to the maximum extent possible. Ground floor uses should be incorporated into the structures where possible. Where the structures are visible, architectural treatments should be used to minimize the visual impact on the surrounding uses;
- Open space and recreation areas should be provided to help meet the recreation needs of residents and others. These may include urban parks, plazas, courtyards, athletic courts, or tot lots; and
- A high-quality pedestrian-oriented environment should be maintained, including sidewalks and trails that safely connect the land uses within the site and to the surrounding area. These pedestrian pathways should be part of an overall circulation plan and should connect to a future transit facility site along Random Hills Road.

Transportation

- Traffic impacts on the surrounding road network and existing access points should be mitigated;
- A Transportation Demand Management program should be implemented;
- A Metrorail station is planned adjacent to the site in the median of I-66, with pedestrian access to both Fairfax Corner and to the Fair Oaks Mall area. Future development under this option should be designed in a way that facilitates pedestrian, bus and vehicular connections to a future Metrorail station and other transit facilities along Random Hills Road.
- Improved bus service and/or bus shelters may be needed to serve the additional residential, office, retail and hotel uses.

Sub-unit ~~P1~~B2Baseline: Office use up to .25 FAR; public facilitiesOverlay: Office mixed use up to .35 FAR; public facilities

This sub-unit contains the Fairfax County Government Center Complex. ~~It also contains the mixed-use development planned in conjunction with the southern portion of Sub-unit I4 and the eastern portion of Sub-unit H2. Sub-unit P1. Together with those portions of Land Unit F and Sub-units I4I3 and H2 mentioned above, this sub-unit is~~ planned for office-mixed-use and the overall intensity FAR should not exceed .35 FAR. Land Unit F was originally a non-contiguous portion of the Government Center tract planned for office mixed-use at a maximum intensity of .45 FAR as part of a unified development with the rest of the tract in Sub-units B2 and I3. The .45 FAR intensity of development in Land Unit F is compensated for by a commensurate reduction in square footage in Sub-units B2 and I3-for an overall FAR of .35.

Buffering measures should be incorporated to mitigate potential impacts on adjacent residential communities. Pedestrian linkages to the ~~Government Center~~ and Fairfax Center core area are essential to the achievement of the objectives of the Plan.

Sub-unit ~~Q6~~B3Baseline: Residential use at 8 dwelling units per acreOverlay: Residential use at 20 dwelling units per acre

This sub-unit is planned for and developed with multifamily residential use at 20 dwelling units per acre. It consists of the Post Forest apartments developed at approximately 20 dwelling units per acre and a 13-acre parcel that is largely undeveloped.

Public Facilities

~~Provide the necessary county administrative facilities at the new Government Center located at Forum Drive and Lee Highway.~~

SUBURBAN CENTER

LAND UNIT ~~A~~C

CHARACTER

This land unit is located in the northwest quadrant of West Ox Road and Lee-Jackson Memorial Highway. It extends northward toward Ox Hill Road and westward to Alder Woods Drive beyond the Fairfax Parkway to just west of Rugby Road. The eastern portion of the land unit contains the Fifty West Corporate Center office buildings, and the Fair Oaks-Police and Fire Station; the central portion contains the Pender Professional Center, Pender Village Center, Virginia Power office building, transmission lines, and an electrical substation and a service station; and the western portion contains the stable Fairwoods townhouse subdivision with a density of approximately 5 dwelling units per acre. This subdivision is bisected by the Fairfax County Parkway (Route 286). Further west is part of the Murray Farms single family detached subdivision. This land unit also contains institutional uses.

RECOMMENDATIONS

Land Use

Sub-unit ~~A~~C1

Baseline: Residential use at 2 dwelling units per acre

Overlay: Office, retail, and institutional uses up to .25 FAR

This sub-unit contains the Dominion Virginia Power substation and transmission lines, as well as a church, retail center, and office use. The sub-unit is planned for low intensity office, retail and institutional use not to exceed .25 FAR at the overlay level, with the exception of Tax Map Parcel 46-3 ((1)) 15B, the electrical substation and transmission lines, which is planned exclusively for public facilities use except as otherwise stated below. It is important that this mix of uses be coordinated and integrated in a quality design. Development should provide substantial, vegetated open space buffers to the north and west, including the preservation of existing trees, in order to protect the existing residential use adjacent to this sub-unit. Buffers should be no less than 125 feet along the northern property line and no less than 50 feet along the western side of the property (north of Tax Map Parcel 45-4((1))9). Development of the sub-unit was subject to the following conditions should also be met:

- Retail development is limited to the front portion of the parcel, in front of the existing office building and adjacent to Lee-Jackson Memorial Highway, and should include a grocery store;
- New office development behind the existing office building should be compatible in scale and architectural treatment with surrounding development, and should be buffered/screened from the electrical substation;
- Limited parking and vehicular access for use by the sub-unit may be located on Tax Map Parcel 46-3((1))15B if substantial landscaping and/or screening of the substation is provided. Said landscaping and screening should be designed to permit vehicles to access the substation through Parcel 15B and should not preclude parking related to

the substation;

- Free-standing pad sites should be limited to no more than one and should include no fast food establishments to limit traffic generation;
- ~~Principle~~Principal access should be from Fair Ridge Drive with secondary right-turn in/out access to Lee-Jackson Memorial Highway considered only with VDOT approval. There should be no vehicular connection to Alder Woods Drive; and,
- Development should be set back at least 40 feet and an attractive streetscape, including substantial landscaping, should be provided along Lee-Jackson Memorial Highway.

~~Hotel use may be considered on the Lee-Jackson Memorial Highway frontage of Tax Map 46-3 ((1)) 15A as an alternative to the planned low intensity mix of uses under the following conditions:~~

- ~~• Overall intensity should not exceed .15 FAR;~~
- ~~• Either the existing landscape buffer along Lee-Jackson Memorial Highway is preserved, or an attractive streetscape including substantial landscaping is substituted; and~~
- ~~• Access to the hotel is provided from Fair Ridge Drive, with no direct access from Lee-Jackson Memorial Highway.~~

~~Elderly Housing~~ Residential use at 8-12 dwelling units per acre may be considered as an optional use to the new planned office use on Tax Map Parcels 46-3((1))15A-1 and 15C under the following conditions:

- ~~Elderly housing should not exceed 100 units, which may exceed the .25 FAR at the overlay level;~~
- ~~A substantial affordable housing component should be provided;~~
- ~~The site design should successfully integrate the additional residential component with the non-residential uses, considering such features as physical connections, plaza or park spaces, and building layout.~~
- ~~The scale and architectural treatment should be compatible with surrounding development in the sub-unit; and~~
- ~~Development should provide substantial year-round vegetated buffers to the north and west, including the preservation of existing trees, in order to protect the existing residential use adjacent to this sub-unit, as well as year-round vegetated buffering and screening to the electrical substation to the east.~~
- ~~If the development is phased, a master plan for the site should be established with any redevelopment and supporting amenities and infrastructure should be provided at the earliest phase.~~
- ~~Ground floor retail use may be appropriate in the existing office building on Parcel 15C.~~

Sub-unit ~~A4C2~~Baseline: Residential use at 2 dwelling units per acreOverlay: Office use up to .25 FAR

This sub-unit is planned for low intensity office use at .25 FAR at the overlay level. ~~The area to the north along the south side of Ox Hill Road is planned for residential use at 2-3 dwelling units per acre. Tax Map Parcel 46-3((1))13A, the Fair Oaks Fire and Rescue and Police Station, is planned for public facilities use.~~

Tax Map Parcel 46-3((1))14A contains an existing service station, a community-oriented retail use. Modernization and/or reconstruction of this service station may occur on Parcel 14A and Tax Map Parcel 46-3((1))14B~~2~~ between Parcel 14A and Fair Ridge Drive provided that the existing amount of gross floor area is not increased and at least four service bays are retained. A mini-mart and/or car wash could also be included, as long as the entire complex does not exceed the existing gross floor area.

As an option to the office use, Tax Map Parcel 46-3((1))14C ~~may be appropriate foris developed with an independent living facility with up to 200 units of housing for the elderly, if designed to be compatible with adjacent uses in terms of building height, mass and scale. Any development proposal should meet all applicable area wide recommendations as well as~~ subject to the following guidelines:

- Development should be designed to be compatible with adjacent uses in terms of building height, mass and scale.
- The development should be designed to architecturally complement and functionally relate to existing and planned commercial uses on Fair Ridge Drive.
- A minimum 100 foot vegetated buffer is provided adjacent to the single-family neighborhood to the north to achieve effective visual screening. Clearing and grading should be minimized in this buffer area to preserve mature trees and supplemental plantings should be provided as needed. If the east-west outlet road along the northern property line is not abandoned, the minimum 100 foot buffer should begin at the southern edge of the outlet road boundary.
- An effective vegetated buffer is provided on the western property line to visually screen the power station from the view of the new residents.
- Building height should taper down toward the northern edge of the property if necessary to achieve compatibility with the height of the residential neighborhood to the north.
- Usable open space such as a landscaped plaza or courtyard with seating which is designed as an amenity for the residents is provided. It is desirable that these amenities be coordinated with designs for Park Authority property to the east (Tax Map Parcel 46-3((17))4).
- Lighting is designed and located to minimize visual impacts on the adjacent residential neighborhood to the north.
- Pedestrian connections are provided to the ~~planned~~ retail center on Tax Map Parcel 46-3((1)) 15A~~3~~.

- Shuttle service is provided to bus and Metrorail facilities and other community services for the residents.

Sub-unit A5

~~This sub-unit is planned for public facilities. The Fair Oaks Fire and Rescue and Police Station is located here.~~

Commented [VDM5]: Moved to Land Unit C1

Public Facilities

~~Expand the existing Fair Oaks Fire and Rescue Station to meet the future demands for these services.~~

Commented [VDM6]: Improvement completed

LAND UNIT E, ~~HD~~

CHARACTER

~~This land unit is located between south of Lee-Jackson Memorial Highway, the Fairfax County Parkway, Monument Drive and the J1 Sub-unit west of West Ox Road and Fairfax Towne Center, and is bordered on the south and west by the Fair Lakes development. It contains part of the Fair Ridge, Cedar Lakes, Fairfield House, Fair Lakes Court, and Stone Creek Crossing residential developments, the Manor Care facility for senior citizens, and an office building, some older single family detached homes and the Franklin Bus Company. Residential townhouses that are part of the Fair Lakes development and some additional vacant land are located in the western portion. Ox Hill Battlefield Memorial Park, which commemorates the only major Civil War engagement within Fairfax County, is located in the southwestern quadrant of Monument Drive and West Ox Road.~~

RECOMMENDATIONS

Land Use

~~This land unit is planned and developed with residential uses. Development in compliance with a substantial number of the following development conditions will be necessary to exceed the baseline level, and development in compliance with all the adopted development conditions will be necessary to exceed the intermediate level. As it will be difficult if not impossible to achieve achieving the required conditions of the overlay, intermediate level on individual parcels, any proposed development which does that did not incorporate adequate consolidation to meet development conditions was recommended will need to proceed at or near the baseline level.~~

General Development Conditions

- Parcel, interparcel access, adequate recreation facilities, and the linear park consolidation should be used to provide high quality, environmentally sensitive development
- The Big Rocky Run EQC should be preserved in undisturbed open space and incorporated into the area's recreation and primary pedestrian open space system.

Dedication to the county should be provided. Physical linkage and design continuity of this open space system is critical to the success of the area's planning objectives.

- The siting and mix of residential uses (which should not be higher or more dense than low-rise apartments and townhouses) should avoid crowding and logically relate to adjoining planned and existing land uses, the internal road network, EQCs and parkland. Building orientation should present a quality image from roadways bounding and traversing the land unit and take advantage of the open space for buffering and views.

Roadway Development Conditions

The roadway circulation for ~~the E Sub-units~~ Land Unit D ~~should be~~ based upon the following text:

- The termination of North Lake Drive within Sub-unit ~~E1~~ D1 and the provision of interparcel access within the sub-unit to the service drive along Lee-Jackson Memorial Highway.

The construction of the planned internal roadway system is necessary to serve the uses within the area. Consequently, provision of this system, including the segments crossing the EQC, generally at right angles is critical. Provision of the roadway system should be sufficient to ensure that the full planned system will be provided coincident with development in the area. Other than at the points where roads are planned to cross EQCs, roads should be sited to have minimal impact on the EQCs.

Additional Development Conditions Specific to Each Sub-unit

Sub-unit ~~E1 (formerly E1 and E2)~~ D1

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential use at 6 dwelling units per acre

~~The western portion of this sub-unit contains townhouses which are part of the Fair Lakes development; it is planned to continue in this use. The central portion of the sub-unit, containing several relatively large lots, is planned for residential use up to 6 dwelling units per acre at the overlay level with a provision of up to 7 dwelling units per acre as described below. The eastern portion of the sub-unit contains a nursing home and elderly care/assisted living facility. This sub-unit is planned for residential use at 6 dwelling units per acre at the overlay level. Development should incorporate full protection of EQC areas in a natural condition, and any development above the baseline level should provide neighborhood park facilities such as a playground or tot lot, fitness trail stations, and picnic and open areas.~~

~~Any development proposal should incorporate full protection of EQC areas in a natural condition. Any development above the baseline level should provide neighborhood park facilities such as a playground or tot lot, fitness trail stations, and picnic and open areas.~~

~~In the central segment of Sub-unit E1, in order to be considered for development at the overlay level of 7 dwelling units per acre, The eastern portion of the sub-unit contains a nursing home and elderly care/assisted living facility, along with a portion of the Stone Creek Crossing townhouse community. The western portion of this sub-unit developed at an overlay level of 7 dwelling units per acre and dedicated Tax Map Parcel 45-4((5))A, located in Land Unit ~~DM~~, should be dedicated to Fairfax County to meet the need for~~

parkland and to conserve ecological resources. ~~If parcel A is not dedicated for park purposes, then development at the overlay level of 6 dwelling units per acre is appropriate.~~

Sub-unit ~~E2 (formerly E3, E6, eastern edge of E5 and a small portion of E4)~~D2

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential use at 8 dwelling units per acre

~~This sub-unit contains a significant amount of floodplain and EQC. It is planned for residential use at 2 dwelling units per acre at the baseline level and 8 dwelling units per acre (assuming a mix of low-rise multifamily and townhouse units) at the overlay level and is developed with a mix of townhouses and low-rise multifamily units. Arrangements for maintenance of the existing cemetery should be provided with any development adjacent to the cemetery.~~

~~In conjunction with any development above the baseline level in this sub-unit, land consolidation should be adequate to provide for sufficient portions of the internal circulation system, as deemed necessary by the Department of Transportation. These improvements should be provided in order to achieve the Plan goals for the transportation network. Several acres of land suitable for active recreation facilities, such as ballfields (as determined appropriate by the Fairfax County Park Authority), should be dedicated. The recreational land is most appropriately located contiguous to the Rocky Run EQC on Tax Map 45-4((1))12, 20 and 21.~~

~~To obtain the overlay level of development, development provided sufficient consolidation must be provided in order to achieve Plan goals for the transportation network, EQC preservation, and park needs. Partial consolidations which ~~do~~ did not provide all of the transportation or recreation facilities required in this sub-unit ~~may~~ could satisfy their share of the transportation and recreation objectives by dedicating appropriately located land and/or contributing a proportional share of the funds needed to acquire land and/or construct those facilities if such facilities would most logically be located on land outside of an application property. The amount contributed should be on a pro rata basis. However, in order to ensure that existing recreational facilities in adjacent communities are protected, new development should generally be made to provide ~~Recreational~~ facilities were provided concurrent with that development to ensure that existing recreational facilities in adjacent communities are protected. Additionally, arrangements for maintenance of the cemetery on Tax Map Parcel 45-4((1))21B were made with the adjacent development.~~

~~Applications involving partial consolidations that do not facilitate achievement of the goals for transportation facilities, park land, and EQC preservation described in the proceeding paragraphs should not exceed the baseline level.~~

~~A 50 foot wide linear park should be provided along the north side of Monument Drive. This park is essential to the achievement of the Plan objectives for this area.~~

Sub-unit ~~E4~~D3

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential mixed use at 8 dwelling units per acre

Sub-unit ~~E4~~D3 is planned for residential mixed-use at 8 dwelling units per acre at the overlay level. Most of the sub-unit consists of ~~the northern section of the~~ townhouse and multifamily subdivision of Fair Ridge built at a density of approximately 8 dwelling units per acre. The southern portion of Fair Ridge is oriented to Monument Drive and the linear

park along it. Along the western edge of the sub-unit is an addition to Fair Ridge. The area fronting on Lee-Jackson Memorial Highway contains publicly-owned open space along the Rocky Run EQC. Additional commercial uses beyond the existing office building at the southeast quadrant of the intersection of Fair Ridge Road and Lee-Jackson Memorial Highway should not be permitted.

Sub-unit I2D4

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential use at 20 dwelling units per acre

This sub-unit is planned for residential use at a maximum overall density of 20 dwelling units per acre at the overlay level to serve as a compatible transitional use to surrounding planned uses. This area is developed with the Fairfield House Condominiums and the Cedar Lakes townhouse and condominium community. This sub-unit developed at To achieve the overlay level, development should reflect with the following recommendations:

- Parcels should be consolidated to the greatest extent possible and developed in a cohesive unified design;
- Multifamily units are appropriate and rental units are highly desirable;
- Substantial buffering is essential in areas adjoining the stable Fair Ridge subdivision to the north;
- Building heights should not exceed four stories to ensure compatibility with adjacent residential uses;
- Outdoor recreational facilities should be provided which adequately serve the residents of this community;
- An intra-site trail system should connect on-site residential uses, the Ox Hill Park, as well as provide linkages to the Countywide Trails System;
- The environmental quality corridors (EQCs) that traverse this sub-unit should remain as undisturbed open space and any roads crossing them should be perpendicular; and
- Clustering is important to maximize open space and to enhance the two EQCs.

Parks and Recreation

~~— A park is the most appropriate use for the northeastern corner of Sub-unit I2. Land for the park should be dedicated to the Fairfax County Park Authority. The Ox Hill Memorial Markers shall remain undisturbed and be designed as the focal point for this park. Particular attention should be given to the relationship of the historic park to Monument Drive. Design should ensure that the park is visible from the roadway, but at the same time not negatively impacted by vehicular traffic. This park should be designed with adequate linkages to the linear park along the north side of Monument Drive and the multifamily residential uses to the south.~~

Commented [RK7]: Recommendation is removed as has been implemented. There is a discussion of the park within the beginning of this land unit, as long as within the Parks and Recreation areawide text.

LAND UNIT G, H, I (p)E

CHARACTER

This land unit is located ~~west of the Fairfax County Parkway~~, north of I-66 and south of the ~~stable Greenbriar residential community, bisected by the Fairfax County Parkway. To the west is Land Unit F.~~ This land unit contains ~~part of the Fair Lakes mixed-use development and includes the Fair Lakes Center, the Shoppes at Fair Lakes and other retail, restaurant and hotel uses, several office buildings, and multifamily and single family attached residential developments-a small retail center, several office buildings, and the Autumn Woods and Stonecroft multifamily residential developments.~~ Fair Lakes Parkway, Fair Lakes Circle, and Fair Lakes Boulevard traverse this area.

RECOMMENDATIONS

Land Use

Sub-unit E1

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Office mixed use up to .25 FAR

This land unit is planned for office mixed-use with housing as a major secondary land use. Office development that incorporates architectural excellence, preservation and enhancement of natural features, uniform signing, lighting and landscaping systems and quality roadway entry treatments are development elements that must be achieved to justify the overlay level. Primary office building concentration should be oriented toward I-66 and the Fairfax County Parkway. Residential development should also incorporate high-quality design features including active recreation facilities, open space, and landscaping including street trees, site and building entry landscaping, and screening of community facilities. Impacts on existing residential neighborhoods must be mitigated through buffering and compatible land uses.

The following options exist for development above the planned and approved .25 FAR overlay level. Densities and uses specified in these options are only appropriate for the sites described. These uses and densities are not to be transferred to other locations within the Fairfax Center Area.

As an option at the overlay level, the area at the southeast corner of Shoppes Lane and Fair Lakes Circle may be appropriate for up to 110,000 SF of office use or hotel use, including up to 5,000 SF of support retail, if the following conditions are met:

- Provision of adequate pedestrian connections to the Fair Lakes Shopping Center to the south and the provision of a trail along Shoppes Lane;
- Substantial buffering and screening of any redevelopment from the Fairfax County Parkway; and
- Development should be limited, to the extent possible, to the redevelopment of the existing structure and parking area. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads.

As an option at the overlay level, development of the northeastern portion of the Fair Lakes Shopping Center, which is generally bounded by Fair Lakes Parkway, Fair Lakes Circle

Commented [VDM8]: Under consideration for change with Fair Lakes amendment

and the Fairfax County Parkway, (specifically Tax Map Parcels 55-2((4))12, 19, and 26A), may be appropriate for up to 140,000 SF of retail use and up to 120,000 SF of office use if the following conditions are met:

- Any additional retail and/or office use, and related parking, should be built on the surface parking lots or in place of existing buildings;
- A pedestrian-oriented environment should be created with any new development. All building facades should be designed in a way to encourage pedestrian activity. Parking should be provided in structures which should be wrapped, to the extent possible, with nonresidential uses on the ground floor to encourage an active, walkable environment. Sidewalks should safely connect the development with the surrounding uses. Pedestrian connections should include attractive pavement treatments, safe crossings, and appropriate landscape features;
- Any additional retail and/or office use should be part of an integrated, pedestrian-oriented development; pad sites and drive-through uses are not appropriate;
- Outdoor seating, urban parks or plazas, and extensive landscaping should be provided in any new development;
- Design of the development should provide for the integration with the surrounding large-scale and stand-alone retail uses;
- Improvements are provided to address transportation impacts on internal roadway circulation patterns as well as on access to the shopping center; and
- Vehicular and pedestrian circulation should be well integrated with existing retail uses, including convenient bus access.

As an option at the overlay level, the redevelopment of the surface parking lot associated with Tax Map Parcel 55-2((1))9A may be appropriate for up to 100,000 SF of hotel or office uses provided that the following conditions are met:

- Amenities such as the inclusion of a restaurant or an indoor recreation facility should be provided if a hotel is constructed. If an office building or hotel is constructed, major or minor plazas, gathering spaces or other urban park features should be provided within or adjacent to the hotel or office use to promote activity between the existing office, hotel and residential uses;
- Pedestrian connections are established along Fair Lakes Circle to the east and west to existing retail areas;
- High quality site and architectural design for buildings and parking structures is provided, including compatibility with adjacent buildings; and
- Extensive landscaping should be provided, and any new development should minimize the loss of mature trees located in existing buffer areas along public roads.

As an option at the overlay level, Tax Map Parcels 55-2((1))6B, 11A1 and 11B1 may be appropriate for up to 267,000 SF of office use, provided that the following conditions are met:

- Pedestrian connections are provided to the surrounding uses;

- Appropriate buffering and screening should be provided and impacts to existing buffer areas should be minimized. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads;
- Development is well integrated with existing uses through pedestrian connections, landscaping, and amenities;
- High quality site and architectural design for buildings and parking structures is provided, including compatibility with adjacent buildings; and
- Provision of a centrally located, publicly accessible urban park or plaza with extensive landscaping.

As an option at the overlay level, the redevelopment of the surface parking lot associated with Tax Map Parcel 55-2((1))8A2 may be appropriate for up to 350,000 SF of residential development if the following conditions are met:

- Any residential development under this option will be deemed to be the high end of the Plan density range for affordable housing calculations. The provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the county's median income is encouraged;
- Pedestrian connections are provided to the surrounding land uses. This should include attractive pavement treatments, safe crossings, and high-quality landscape features;
- Buffering and screening along Fair Lakes Circle should be provided to mitigate the visual impact of the existing retail commercial center on the residential use. Any new development should minimize the loss of mature trees located in existing buffer areas along public roads;
- High quality site and architectural design for buildings and parking structures, including compatibility with adjacent buildings, should be provided to acknowledge this prominent location in the Fair Lakes development;
- A publicly accessible urban park or park features should be included on the site, such as major or minor plazas, gathering spaces, athletic courts, tot lots, special landscaping, street furniture and pedestrian amenities. Impacts on Park Authority resources should be offset through the provision of or contribution to active recreation facilities in the service area of the development;
- Public, pedestrian access should be provided to the lake to the northeast of the site to allow future residents to benefit from this existing amenity; and
- Any development should mitigate the impact of the residential use on public schools.

As an option at the overlay level, the redevelopment of the surface parking lot associated with Tax Map Parcel 45-4((1))25E2 may be appropriate for up to 350,000 SF of residential uses if the following conditions are met:

- Any residential development under this option will be deemed to be the high end of the Plan density range for affordable housing calculations. The provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the county's median income is encouraged;

- Pedestrian connections are provided to the surrounding land uses. Sidewalks should safely connect any new development with the surrounding uses, including the commercial uses across Fair Lakes Parkway. These pedestrian connections should be coordinated with VDOT and should include attractive pavement treatments, safe crossings, and high-quality landscape features. Pedestrian connections should also provide for access to the lake to the southwest of Fair Lakes Parkway from the site;
- Buffering and screening should be provided to mitigate the visual impact of the existing adjacent office uses on the residential use;
- Any new development should minimize the loss of mature trees located in existing buffer areas along public roads;
- High quality site and architectural design for buildings and parking structures should be provided, including compatibility with adjacent buildings;
- A publicly accessible urban park or park features should be included on the site, such as major or minor plazas, gathering spaces, athletic courts, tot lots, special landscaping, street furniture and pedestrian amenities. Impacts on Park Authority resources should be offset through the provision of or contribution to active recreation facilities in the service area of the development; and
- Any development should mitigate the impact of the residential use on public schools.

~~The portion of Sub-unit I4 located north of Fair Lakes Parkway contains the Oaks multifamily residential subdivision and is part of the Fair Lakes mixed-use development.~~

Sub-unit ~~F2~~E2

Baseline: Residential use at 2 dwelling units per acre

Overlay: Office mixed use up to .25 FAR

Fair Lakes Boulevard intersects Stringfellow Road at the northern edge of Sub-unit ~~F2~~E2. The area south of Fair Lakes Boulevard is planned for office mixed-use development at .25 FAR at the overlay level and is developed with the Greens of Fair Lakes townhouse community as a part of the Fair Lakes mixed-use development.

Sub-unit E3

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Office mixed use up to .25 FAR; residential use at 8 dwelling units per acre

~~This sub-unit is part of the Fair Lakes mixed-use development. The western portion is planned for office mixed use up to .25 FAR and residential use at 8 dwelling units per acre. Sub-unit E3 is developed with multifamily residential uses as part of the Fair Lakes mixed-use development. The eastern portion contains the Chase Windsor apartments.~~

Sub-unit ~~E1 (formerly E1 and E2)~~E4

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential mixed use at 8 dwelling units per acre

~~The western portion of~~ This sub-unit contains townhouses which are part of the Fair Lakes development; it and is planned to continue in this use. ~~The central portion of the sub-unit~~

~~containing several relatively large lots, is planned for residential use up to 6 dwelling units per acre at the overlay level with a provision of up to 7 dwelling units per acre as described below. The eastern portion of the sub-unit contains a nursing home and elderly care/assisted living facility.~~

Commented [VDM9]: Now part of Subunit D1.

~~Any development proposals in this area were recommended to~~ should incorporate full protection of EQC areas in a natural condition. Any development above the baseline level ~~was recommended to~~ should provide neighborhood park facilities such as a playground or tot lot, fitness trail stations, and picnic and open areas.

~~In the central segment of Sub-unit E1, in order to be considered for development at the overlay level of 7 dwelling units per acre, Tax Map Parcel 45-4((5))A, located in Land Unit D, should be dedicated to Fairfax County to meet the need for parkland and to conserve ecological resources. If parcel A is not dedicated for park purposes, then development at the overlay level of 6 dwelling units per acre is appropriate.~~

Transportation

Transportation improvements should be provided to mitigate the impact associated with development above the .25 FAR overlay level. ~~The intersection of the Fairfax County Parkway and the Fair Lakes Parkway is above capacity, and a grade-separated interchange is planned and under design. Additional mitigation measures to facilitate construction of this interchange should be provided with new development above the .25 FAR overlay level.~~ Any development should be coordinated with the Fairfax County HOV Design Study.

Commented [VDM10]: Improvement Completed.

Improved bus service may be needed to serve additional development. A safe and efficient pedestrian system should link the key areas in Fair Lakes to provide appropriate connections between office, retail, hotel and residential uses.

Parks and Recreation

Identify and develop a safe pedestrian/bikeway ~~trail~~ trail connection from the Big Rocky Run Stream Valley Park to the Fair Lakes Parkway near its westernmost intersection with Fair Lakes Circle.

LAND UNIT H, I (p) F

CHARACTER

This land unit is located ~~east of the Fairfax County Parkway, north of I-66, west of West Ox Road, and south and east of Land Unit E and south and west of Land Unit I.~~ It contains ~~part of the Fair Lakes East Market~~ mixed-use development including office buildings, a hotel, and the Oaks multifamily residential ~~subdivision~~ uses and a retail center.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Office mixed use up to .45 FAR

~~The eastern portion of Sub-unit H2 and Unit F was originally a non-contiguous portion of the Government Center tract planned for office mixed-use at a maximum intensity of .45 FAR. It should be as part of a unified development with the entire Government Center rest of the tract in Sub-units B2 and I3. (See text under Sub-unit P1.) The .45 FAR intensity of the development on this portion of the tract is Government Center complex should be compensated for by a concurrent square footage reduction on the in Sub-units B2 and I3 remaining portion of the property located south of I-66 for an overall FAR of .35.~~

~~This sub-unit is developed under two options at the overlay level. The first option recommended as an option, residential use not to exceed .45 FAR may be considered for this portion of the sub-unit. If the residential alternative is exercised, with the two-to-one ratio of primary to residential uses recommended within office mixed-use areas may be modified for the Government Center complex, including this portion of Sub-unit H2, to include a greater proportion of residential uses to encourage increased housing opportunities in this area. The second as another option recommended, a furniture, home furnishings, home décor, home-design center, apparel or general merchandise store or other retail use with similar trip generation characteristics on the western portion of the land unit subject to may be developed on Tax Map 55-2((4))15 if the following conditions are met:~~

- Retail development should be located on the western portion of the site in order to be oriented with existing retail uses to the west of the site.
- Retail development should be compatible with existing retail uses to the west of the site with respect to high-quality design, building height, building materials and signage. Inappropriate uses include but are not limited to: home improvement store with a nursery, lumber yard or other large raw building material components; high volume, large discount store (e.g., Costco, Sam's Club); and restaurant park.
- Retail development requiring uses in outside areas are not desirable and are not in keeping with the character of existing retail uses in the area. In the event retail development requires outside area(s) such as for storage, display and sales, the area(s) should be screened on all sides with walls which are similar in architecture and building materials as the principal structure.
- Retail use should not exceed 172,000 square feet.
- Office use should not exceed 75% of the gross square feet of development, ~~excluding space for the forensics facility.~~
- The total square feet of development should not exceed 668,000 square feet ~~(including an approximately 38,000 square foot forensics facility)~~ for an overall .45 FAR.
- Access is provided to the site from both Fair Lakes Parkway and the extension of Roger Stover Drive.
- Internal circulation improvements are provided to ensure access of all uses on the site to the median break at Fair Lakes Parkway.
- Reservation for future dedication of right-of-way along I-66 for planned improvements to I-66 is provided, including a flyover ramp from the HOV lanes to the mainline lanes.

Commented [RKM11]: Remove forensic facility reference. It was not constructed as was originally planned.

- The following improvements are provided as deemed appropriate by the Fairfax County Department of Transportation:
 - Extension of the existing eastbound right turn lane between the primary site entrance and West Ox Road;
 - Extension of the existing left turn lane and addition of a second left turn lane at the Fair Lakes Parkway approach to West Ox Road;
 - Separate right turn lane northbound on Fair Lakes Circle at Fair Lakes Parkway; and
 - Turn lanes into the site as determined appropriate at the time of rezoning.

Public Facilities

~~Construct an approximately 38,000 square foot forensics facility for the Fairfax County Police Department on Tax Map 55 2((1))15 west of the EQC along the southern property boundary near I-66.~~

Commented [RKM12]: No longer planned (and no longer possible on this site). Noted in staff report for PCA 82-P-069-13/ 86-W-001-10/ 86-P-089-06

LAND UNIT NG

CHARACTER

This land unit is located south of I-66, west of West Ox Road and east of the Fairfax County Parkway. Public facilities uses that are located here include the former landfill site, solid waste transfer station and citizens' trash disposal and recycling facilities, ~~the Fairfax County Animal Shelter, the Fairfax County Fire and Rescue Academy Training Center, an Equipment and Maintenance Facility, a State Virginia Department of Transportation (VDOT) and Fairfax Connector transportation maintenance yard facility, as well as a Public Safety and Transportation Operations Center~~ the public safety and transportation operations center (PSTOC), and the Northern Virginia and State Police Headquarters, ~~as well as Virginia Department of Transportation and State Police facilities.~~

RECOMMENDATIONS

Land Use

Baseline: Public facilities use

Overlay: Public facilities use

~~This land unit is planned for and developed with public facility uses. This sub-unit is located north of the interchange of the Fairfax County Parkway and Lee Highway on the west side of West Ox Road and consists of approximately 20 acres. Due to its location, this site is planned for low intensity office use. Public facility uses may also be appropriate at this location if the following conditions are met:~~

- ~~• Access must be coordinated with the state corrections facility of Camp 30 to the north; and~~
- ~~• Traffic generated by the public facility use should not adversely affect the operations~~

of the Fairfax County Parkway/West Ox Road/Lee Highway interchange and the surrounding roadway network.

A bus maintenance facility for the Fairfax Connector is located within this land unit and was developed subject to an appropriate use for this sub-unit if, in addition to the conditions stated above, the following conditions are met:

- Screening and buffering around the facility in excess of the Zoning Ordinance requirements must be provided in order to minimize the impact of this use. Screening is particularly important adjacent to West Ox Road, Lee Highway, and the Fairfax County Parkway; and
- Environmental impacts, particularly with respect to air quality, should be considered.

Public Facilities

~~Expand the I-66 Solid Waste Transfer Station at its existing site on West Ox Road in Sub-unit N3 by providing an addition to the existing office building.~~

~~Construct a bus maintenance facility for the Fairfax Connector north of the Fairfax County Parkway at West Ox Road.~~

~~Expand the West Ox EMTA facility to accommodate the collocation of EMTA, Park Authority and Fire and Rescue vehicles and trailers.~~

~~Expand or improve the existing Police Heliport.~~

Parks and Recreation

~~Develop West Ox Road Park with a complex of lighted athletic fields oriented for use by the adult workforce.~~

LAND UNIT ~~OH~~

CHARACTER

This land unit is located north of Lee Highway between the Government Center and West Ox Road. It contains several residential subdivisions including ~~the Post Forest apartments, Fair Chase, Alden Glen, Cambryar, Fair Oaks Landing, and Windsor Mewstownhouse development,~~ as well as multifamily residential communities along the northern edge of the land unit ~~and the single family, detached neighborhoods of Dixie Hills, Legato Acres, and Centennial Hills. The Price Club discount retail, industrial, and use, a hauling company, institutional uses and some vacant parcels are also located in this~~ the western portion of the land unit.

RECOMMENDATIONS

Land Use**Sub-unit O4H1**Baseline: Residential use at 1 dwelling unit per acreOverlay: Mixed use up to .35 FAR or residential use at 12 dwelling units per acre

~~At the overlay level, this sub-unit is planned for mixed-use residential and office development not to exceed .35 FAR overall. At least 60 percent of the total mixed use development should be residential and include a mixture of housing types including single-family and multifamily units. The residential component should not exceed an overall density of 12 dwelling units per acre, and generally developed under~~As an alternative at the overlay level, the sub-unit may be developed with a mixture of housing types including single-family and multifamily units up to an overall density of 12 dwelling units per acre. Development intensities should taper down from the northern edge of the area near the Fairfax Governmental Center toward Lee Highway and the existing or planned adjacent residential areas.

Development at the overlay level in compliance with all was subject to the following development conditions ~~will be necessary to exceed the intermediate level.~~

- To achieve the overlay level, ~~any proposed development should incorporate 85 percent consolidation, excluding areas redeveloped at the intermediate level and publicly owned land. Logical parcel consolidation of Sub-unit O4H1 must occur to provide for well-designed projects that function efficiently and do not preclude other parcels from developing in conformance with the Plan. Parcels should be consolidated and developed in a coordinated manner under a single development plan in order to reach the overlay level.~~
- Single-family residential development generally should be located in the southern portion of the sub-unit. Multifamily units should be located adjacent to office development and generally in the northern portion of the sub-unit. Single-family residential units should be located adjacent to the Alden Glen townhouse development and along Lee Highway. However, multifamily units may be considered for the northern portion adjacent to Alden Glen, if a minimum 50 foot vegetated buffer is provided. All proposed residential uses should be compatible with the existing residential development in the sub-unit;
- ~~Office uses should be sited at the northern portion of the sub-unit in proximity to the office portion of the Fairfax County Governmental Center. No commercial uses should be located adjacent to Lee Highway. Any proposed support retail uses should be contained within office buildings and should not be located in free standing structures;~~
- Individual buildings adjacent to the Government Center should not exceed 90 feet in height, and heights should taper down to 35 feet adjacent to existing or planned residential development;
- The necessary roadway improvements for this sub-unit will be provided with access to the Government Center via Post Forest Drive. The extent of these improvements should be assessed for the proposed consolidation and be provided concurrent with

Commented [VDM13]: Was not implemented.

redevelopment of this sub-unit. Access should be consolidated to minimize the number of access points to the collector roadway system;

- Adequate land should be dedicated to the Fairfax County Park Authority to enlarge Dixie Hills Park to ten to fifteen acres or another appropriate location within the sub-unit for a park should be provided. In addition to the parkland dedication, Neighborhood Park facilities should be provided to offset any impact of the proposed development beyond the capacity of existing facilities;
- If it is determined that an elementary school site is required to serve the increased population in this area, adequate land for such a facility should be dedicated. The school site should be co-located with the required parkland to allow for the sharing of recreation facilities;
- A fire station is planned for the northeast quadrant of the intersection of Legato Road and Lee Highway. It should have access from Legato Road to minimize the access points on Lee Highway. Any remaining land on this parcel not used for the fire station facilities should be retained in open space to serve as a buffer to adjacent uses; and
- A landscaped buffer should be provided along Lee Highway. A combination of adequate berming and landscaping consistent with that provided by other properties fronting on Lee Highway in this area will emphasize a parkway-like character along Lee Highway and serve to complement the low density residential area to the south of the roadway.

The Cambryar and Fairfax Ridge subdivisions developed as residential use at 4 dwelling units per acre. The Fair Oaks Hill subdivision along Lee Highway developed as residential use at 6 dwelling units per acre with substantial buffering and screening provided to any single-family detached properties.

A portion Tax Map Parcel 56-1((1))35 contains Existing spot commercially-zoned or commercially used parcels along Lee Highway should not land, which is not recommended to be expanded or intensified along Lee Highway. Tax Map 56-1((1))35 and 38 should be encouraged to redevelop at the intermediate or overlay levels. A residential density of 6 dwelling units per acre is appropriate for these parcels at the intermediate level, if substantial buffering and screening is provided adjacent to any single family detached properties. Any proposed redevelopment that is This parcel was not incorporated in a the consolidation as noted above should only proceed at the baseline or intermediate level encompassing the majority of the sub-unit. A residential density of 6 dwelling units per acre is appropriate at the overlay level. The green corridor connection to the northwest should be preserved and continue through adjacent properties to Post Forest Drive.

Sub-unit 02H2

Baseline: Institutional use up to .05 FAR

Overlay: Institutional use up to .15 FAR

This sub-unit is planned for institutional uses up to .15 FAR at the overlay level. It contains a church, private school and approximately 14 acres of largely undeveloped land which may develop in related institutional uses.

Alternatively and in place of institutional uses, ~~Parcels 56-1((1))11E, 11F, and 11G~~ may be developed with as residential use at 8 dwelling units per

Commented [RKM14]: A couple of other parcels were also incorporated in RZ 2004-SP-013 and these parcel numbers no longer exist

acre at the overlay level, ~~except for lots with frontage on Butler Drive which are planned for 3 dwelling units at the overlay level to achieve a transition between Sub-unit 02 and the existing single family development in Sub-unit 01. As an option to residential development at 3 dwelling units per acre along Butler Drive, a minimum 50-foot wide, heavily planted buffer may be appropriate provided that it can be demonstrated that the buffer will adequately screen higher density development from the existing neighborhood. To achieve the overlay level, the following recommendations applied:~~

- ~~All three parcels should be consolidated and the necessary roadway improvements for this sub-unit should be provided including access to Post Forest Drive and possibly West Ox Road.~~
- ~~A minimum 50-foot wide, heavily planted buffer should be provided between the planned institutional use and residential use of 8 dwelling units per acre and the existing and planned low density residential areas.~~
- ~~Buildings and roadways should be sited so that glare from headlights of vehicles will not intrude on adjacent residential properties.~~
- ~~Roadway and parking area lighting should be directed away from adjacent residential properties.~~

As an option to the planned institutional use on Tax Map Parcel 56-1((1))11H, residential use at a density of up to 8 dwelling units per acre may be appropriate subject to the following conditions:

- There should be significant buffering to the industrial and public facilities uses to south and west.
- Primary access to the site should be provided via Post Forest Drive, with the layout of the site oriented to this access point.
- The green corridor connection to the southeast should be preserved and continue through the site to Post Forest Drive.

Sub-unit 03H3

Baseline: Industrial use up to .15 FAR

Overlay: Office use up to .25 FAR

This sub-unit contains warehouse, ~~and industrial/flex and outside vehicle storage and maintenance uses.~~ These uses, or new industrial/flex type uses up to ~~.10 and .15 FAR~~, are recommended at the ~~Baseline and Intermediate~~ levels. Any industrial or industrial/flex development at the ~~Baseline or Intermediate level~~ should retain the significant buffer provided by the existing R-1 zoning along the eastern edge of the sub-unit. This area should remain as undisturbed open space. Should the ~~sub-unit~~ sub-unit redevelop, low intensity office use not to exceed 40 feet in height and a maximum intensity of .25 FAR is appropriate at the ~~Overlay level~~. In addition, an automobile service station and related uses such as a car wash and mini-mart ~~are developed on may be considered for the southwest corner of this sub-unit as an Overlay level use, subject to. Overlay uses should meet the following conditions:~~

- ~~p~~Provide an effective landscaped buffer area at the eastern and southern edges

Commented [RK15]: Northernmost development is almost .15 FAR, so baseline is modified to accommodate this.

adjacent to residential uses and along West Ox Road;

- ~~p~~Provide a single consolidated access point from West Ox Road to this Sub-unit at the existing access point for Tax Map Parcels 56-1 ((13))3 and 4 and a single access point from Piney Branch Road. Until such time as Parcels 3 and 4 redevelop, a temporary, shared access to West Ox Road for Tax Map Parcels 56-1 ((13))1 and 2 may be considered along with the planned service station use for the southwest corner of the sub-unit;
- ~~d~~Demonstrate that the West Ox Road/Piney Branch Road intersection will operate at Level of Service D or better at site build-out and,
- ~~p~~Provide safe and efficient on-site vehicular and pedestrian circulation.

Special Exception and Special Permit uses may also be considered as overlay uses if they are compatible with existing uses and provide an effective transition to adjacent land units.

Sub-unit ~~04~~H4

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Retail use up to .23 FAR; residential use at 8 dwelling units per acre

At the overlay level, this sub-unit is planned for and developed with community level retail and single-family, attached residential uses. Retail uses within Sub-unit ~~04~~H4 should not exceed 367,000 square feet, or an overall FAR of .23, ~~including the existing retail warehouse building.~~ Retail uses ~~are should be~~ generally oriented to the western portion of Sub-unit ~~04~~H4, while residential uses ~~are should be~~ generally located on the eastern portion of ~~the s~~Sub-unit-~~04~~. The Windsor Mews townhouse development is developed in the eastern portion of the sub-unit at the overlay level of Residential use within Sub-unit 04 should be single family attached units at a density not to exceed 8 dwelling units per acre.

Retail development in this sub-unit developed subject to the following conditions:

- Any retail development in Sub-unit ~~04~~H4 should be designed to complement and not adversely impact the low density residential character of neighborhoods south of the shopping center. The retail development in Sub-unit ~~04~~H4 should be designed as a single, integrated center and not appear as a strip commercial center.
- Parking areas should be sufficiently landscaped. This should be accomplished through a combination of appropriate building orientation and sufficient berming and landscaping to adequately screen the retail center from Lee Highway and complement the low density residential character planned and established along the Route 29 corridor in the Fairfax Center Area.
- Free-standing retail pads are discouraged but if approved must be well integrated with the larger retail center and with one another in terms of scale, materials and overall architectural and site design. Free-standing retail uses must also have a buffer area of sufficient width, berming and landscaping to adequately screen and buffer these retail uses from views along Lee Highway, be clustered around centralized parking, and be accessed internally to avoid the appearance of strip commercial use along Lee Highway and West Ox Road. Retail signage, lighting and planting should be well integrated and not impact the surrounding residential neighborhoods to the east and south.

- A retail center should be approved only if the following transportation needs are met: retail use should be allowed only if it can be demonstrated that access can be provided to and from West Ox Road without impeding the operation of the Fairfax County Parkway interchange; traffic generated by the proposed use should not impact adversely the operation of the area road system; any proposed access design must be approved by VDOT and the Department of Transportation.

Sub-unit ~~Q5~~H5Baseline: Residential use at 1 dwelling unit per acreOverlay: Residential ~~mixed~~ use at 6 dwelling units per acre

This sub-unit contains the Alden Glen residential townhouse community. ~~It is a stable neighborhood that is planned for and developed with a residential mixed-use development at 6 dwelling units per acre.~~

Commented [A16]: There is a nursery school here but that would not be considered the intent of “mixed use” and can be done through an SE process.

LAND UNIT ~~P,Q~~**CHARACTER**

~~This land unit is located north of Lee Highway, east of Fairfax Corner and the Government Center, the Alden Glen townhouse development, south of I-66 and Lee-Jackson Memorial Highway, and west of Land Unit Q. Ridge Top Road. This land unit contains the Fairfax County Government Center and Fairfax Corner. Transit improvements that are proposed for the area adjacent to I-66 include a Metrorail station and a park and ride facility. Potential facilities could also include express bus and kiss and ride facilities. The land unit contains multifamily and townhouse residential neighborhoods and a grocery store.~~

RECOMMENDATIONSLand Use**Sub-unit ~~P2~~I1**Baseline: Residential use at 4 dwelling units per acre; residential use at 8 dwelling units per acreOverlay: Office mixed use up to .35 FAR

~~This sub-unit is planned for office mixed-use development at an intensity of .35 FAR at the overlay level as a portion of the Fairfax Corner development, subject to the conditions located as outlined in Sub-unit B1. Development of this area should include a mixture of uses including office, residential, hotel, entertainment, recreation, and support retail. Sub-unit I1 is developed with multifamily residential uses at The Reserve at Fairfax Corner, which contains approximately 650 garden apartments.~~

~~In order to develop this sub unit at the overlay level, the following conditions should be met:~~

- ~~— Mitigation of noise impacts from I-66;~~

- ~~Office development orientation to I-66;~~
- ~~Housing development orientation to the EQC;~~
- ~~Potential sharing of amenities with the Fairfax County Government Center;~~
- ~~Mitigation of potential negative traffic impacts on surrounding areas;~~
- ~~Mitigation of impacts on the adjacent, existing residential neighborhoods;~~
- ~~Provision of pedestrian access throughout the site particularly along the north side of Monument Drive;~~
- ~~Primary access should be from Monument Drive;~~
- ~~Linkage to the Fairfax Center core area on the north side of I-66 via Monument Drive bridge; and~~
- ~~Roadway connections should be provided between Random Hills Road and Monument Drive through Sub-unit P2.~~

The majority of this sub-unit contains the 114.5-acre Fairfax Corner development, which is planned and approved for residential, retail, office and hotel uses up to an overall .35 FAR. The eastern portion of Sub-unit P2 is developed with multifamily residential uses at The Reserve at Fairfax Corner, which contains approximately 652 garden apartments. The western portion of the sub-unit (the approximately 36-acre core Fairfax Corner mixed-use area) is developed with office, retail and residential uses and is approved for development up to .60 FAR (255,000 SF of residential uses and 686,123 SF of nonresidential uses).

Sub-units ~~Q1, Q2, Q3, Q4~~I2

Baseline: Residential use at 1 dwelling unit per acre; residential use at 2 dwelling units per acre

Overlay: Residential use at 16 dwelling units per acre

This area is planned for office mixed-use development and residential development at 16 dwelling units per acre and is developed with a mix of townhouses and multifamily residential units. In addition, a hotel, office and support retail uses are appropriate is planned for and located within the area along Random Hills Road. The office mixed-use development should not exceed a total of approximately 300,000 square feet of gross floor area of non-retail commercial use and approximately 30,000 square feet of gross floor area of retail use. Residential development in this sub-unit developed subject to the following conditions:

- A community center and recreational facilities of adequate size should be provided for the use of the residents within the planned neighborhood. Usable public park land should also be dedicated to the County Park Authority.

No commercial free-standing buildings or drive-through facilities are recommended in Sub-units Q1 and Q2 along Lee Jackson Memorial Highway.

- Development of these sub-units should preserve and integrate tree cover to complement the design of the site. A 25-foot landscape buffer to include a berm not

Commented [RK17]: This statement is no longer needed since this area has developed. In addition, if the hotel area redevelops, the property is not oriented to 50. Since these bullets are now related to residential redevelopment, this doesn't make sense.

less than three feet in height with appropriate landscaping material as approved by Department of Planning and Zoning and the County Arborist is recommended along the eastern boundary of the area planned for residential use in order to protect it from the commercial development existing or planned east of Ridge Top Road.

- Due to the proximity of the site to I-66, noise attenuation measures may be needed.

Sub-unit ~~P4I3~~

Baseline: Office use up to .25 FAR; public facilities use

Overlay: Office mixed use up to .35 FAR; public facilities use

This sub-unit contains the residential component of the Fairfax County Government Center development. ~~It also contains the mixed-use development planned in conjunction with the southern portion of Sub-unit I4 and the eastern portion of Sub-unit H2. Sub-unit P4I3 together with those portions of Sub-units I4B2 and Land Unit FH2 mentioned above are planned for office-mixed-use and the overall FAR should not exceed .35.~~

Buffering measures should be incorporated to mitigate potential impacts on adjacent residential communities. Pedestrian linkages to the ~~Government Center~~ and Fairfax Center core area are essential to the achievement of the objectives of the Plan.

Sub-unit ~~P4I4~~

Baseline: Office use up to .25 FAR; residential use at 1 dwelling unit per acre; residential use at 5 dwelling units per acre

Overlay: Office mixed use up to .40 FAR

Sub-unit P4 is planned for office mixed use at a maximum intensity of .40 FAR. ~~The linear park along the east side of Monument Drive must be accommodated in development plans for the area. In addition, an open space buffer should be preserved along the north side of Government Center Parkway.~~

~~and developed with a mixed use as a~~ An option at the overlay level ~~may be considered for Parcel 56-2((1))69A. This parcel comprises the majority of Sub-unit P4, as well as portions of Sub-units P3 and Q5. This parcel may be appropriate for mixed use as follows:~~

1. Residential use up to 12 ~~dwelling units per acre~~ dwelling units per acre, with a mix of single-family attached and multifamily units.
2. ~~Office and/or~~ Retail use up to .25 FAR is located east of Monument Drive and south of Government Center Parkway. There should be no direct access from Lee Highway to the shopping center ~~and/or office development~~. Retail use is developed subject to the following conditions:
 - Retail use is limited to a maximum of 125,000 square feet.
 - Retail use should be a neighborhood shopping center providing local-serving retail uses. A supermarket would be desirable as an anchor.
 - The shopping center should provide high quality landscaping between the shopping center and Lee Highway in a manner that limits but doesn't preclude visibility of the shopping center.

Commented [VDM18]: Specific linear park recommendation has been removed from Areawide guidance.

3. Land should be dedicated to the Fairfax County Park Authority for development of a community park in a manner that will coordinate with similar land dedication in Sub-unit ~~Q5~~15.
4. Pedestrian access should be provided to connect the different uses on the site, as well as along Monument Drive and Government Center Parkway to link adjacent development.
5. ~~The~~ linear park along the east side of Monument Drive should be accommodated in development plans for the area and should be treated as a continuation of the linear park described in Land Unit ~~JA~~A. In addition, an open space buffer should be preserved along the north side of the planned Government Center Parkway.
6. Tree preservation, as recommended by the ~~c~~County Urban Forester, is a high priority in the residential areas, but also should be integrated in the overall development. Existing vegetation should be preserved, maintained and supplemented with high quality landscaping as needed ~~to satisfy the Fairfax Center Area checklist~~.
7. To mitigate visual and noise impacts, substantial and effective screening and buffering should be provided between nonresidential uses and areas planned for or developed with residential use. This should be accomplished through a combination of site design and other means such as landscaping, tree preservation, berms and/or solid architectural barriers.
8. Parking areas should be well landscaped and retail signage and lighting should not adversely impact existing or planned surrounding residential areas.

Commented [RKM19]: Keep linear park reference here because it is site-specific reference; It is removed in parks areawide guidance.

Sub-unit ~~Q5~~15

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential mixed use up to 12 dwelling units per acre

This sub-unit is planned for ~~and developed with office mixed use at a maximum FAR of .40 at the overlay level. See Sub unit P4 for an option at the overlay level for that portion of Sub unit Q5 that is in Parcel 56-2((1))69A. The southeastern most portion of Sub unit Q5 contains an EQC that should be dedicated as open space. As an alternative to office mix, residential or residential/mixed-use development at 12 dwelling units per acre at the overlay level may be appropriate for portions of this sub-unit west of Ridge Top Road. Development at the overlay level Any proposal for residential or residential/mix must provided for the coordinated development with neighboring parcels and. At a minimum, development should dedicated land for development of a community park as outlined under the Parks and Recreation recommendations.~~

Commented [RKM20]: Alternative overlay use was implemented so don't need to reference office use.

Parks and Recreation

~~— A proposed Community Park should be located in Sub-unit P4 or in conjunction with Sub-unit Q5. Land for this Community Park should be dedicated to the Fairfax County Park Authority. This park should be developed by the Fairfax County Park Authority to include athletic fields as well as additional active and passive facilities.~~

LAND UNIT ~~QJ~~I

CHARACTER

This land unit is located south of I-66, north of Lee Highway, west of the City of Fairfax and east of ~~Land Unit P~~Ridge Top Road. It contains a mixture of uses including office, residential, retail, and mini-warehousing.

RECOMMENDATIONS

Land Use

Sub-unit ~~Q6~~J1

Baseline: Office use up to .15 FAR

Overlay: Office use up to .70 FAR

This area contains office uses. ~~The remaining undeveloped parcels are and is planned for medium/high intensity office use at .70 FAR to be compatible with the existing overall intensity of this sub-unit. A portion of this sub-unit may be used to accommodate the planned interchange at Waples Mill Road and Lee-Jackson Memorial Highway. This area should be dedicated.~~

Sub-unit ~~Q8~~J2

Baseline: Retail use up to .15 FAR

Overlay: Retail use up to .35 FAR

This sub-unit is planned for community-serving retail use at a maximum FAR of .35 at the overlay level and contains the ~~Montgomery Ward~~Fairfax Court shopping center ~~development site. A portion of this sub-unit may be used to accommodate the planned interchange at Waples Mill Road and Lee-Jackson Memorial Highway. This area should be dedicated.~~

Sub-unit ~~Q9~~J3

Baseline: Office use up to .15 FAR

Overlay: Office use up to .70 FAR

Sub-unit ~~J3~~Q9 consists of the area between Ridge Top Road and Waples Mill Road, north of Lee Highway. It is planned for office use at an intensity up to 0.70 FAR at the overlay level. As an option, residential/mixed-use at an intensity up to 1.2 FAR was planned and approved under RZ 2005-SP-019 in 2006 with consolidation of approximately 18 acres. The approved 750,000 square feet of residential, office, hotel, and ground-level retail uses are to be provided under the following conditions:

- The character of the development should be primarily mid- or high-rise buildings with retail use integrated within the ground floor of residential and office buildings. Restaurants and ground-floor retail should help create an activity center for residents, visitors, and office workers. A defined and dynamic streetscape should be created along Ridge Top Road, Government Center Parkway, and all internal streets. Pad sites are not allowed.

- Buildings at the corner of Government Center Parkway and Ridge Top Road should be designed to incorporate ground floor retail. It is anticipated that at least 20,000 square feet of a variety of retail, restaurant, and community-serving uses should be located in the vicinity of this intersection.
- A minimum of a 50 foot vegetated buffer should extend from the planned right-of-way line to minimize noise and visual impacts of development along Lee Highway;
- The office component should total at least 200,000 gross square feet. However, up to 50,000 square feet of office use may be replaced by hotel use;
- The planned extension of Government Center Parkway to Waples Mill Road is to be constructed as a four-lane divided roadway within the first phase of development. Dedication of land, construction or contribution to the Fairfax Center Area Road fund should be made for the planned transportation improvements, which includes the Lee Highway and Waples Mill Road interchange;
- Land uses along the periphery of the development should complement the design and orientation of the neighboring land uses. In general building heights should taper towards the south and east, or landscaping should offset and soften the transition of the building heights if this tapering is not feasible. Development also should provide substantial buffering and interparcel access to any unconsolidated parcels;
- A high quality, pedestrian-oriented living environment with recreation spaces, such as open lawn areas, urban parks, plazas and courtyards, should be provided to help meet the recreation needs of residents. Appropriate landscape features and pedestrian amenities, such as shading, seating, lighting, public art, bus shelters, trash cans, and other street amenities should be provided. A contribution should be made to offset the impact of this development on the active recreation facilities;
- Sidewalks and trails should safely connect the land uses within the development and to the surrounding area. These pedestrian pathways should be part of the overall circulation plan that should include continuous sidewalks, attractive pavement treatments, safe crossings, and bicycle facilities;
- An effective transportation demand management (TDM) program should be provided with each phase of development. It should encourage the use of alternative forms of transportation to reduce the number of vehicular trips. It should be based on the number and type of residential units and nonresidential square footage, as deemed appropriate by the Department of Transportation. Any development should establish and implement strategies for the centralized management of the program. The TDM program could include staffing, resources, and dedicated areas for these services. Resources for telecommuting, transit subsidies, and “live where you work” incentives could be provided. Other programs could include, but would not be limited to, rideshare, vanpool, and carpool matching services or guaranteed ride home programs;
- The majority of the required parking should be structured or underground. Attractive façade treatments that are consistent with the overall architectural design should be used for any portion of a parking structures that is visible from the street;
- A geotechnical study should be completed to identify the depth of the asbestos soils and provide appropriate abatement and public safety measures during construction;

- Prior to any development, a survey should be conducted to determine the presence of significant historic archeological resources, using the scope of services approved by the county. The sub-unit has a high potential for these resources as ~~Parcel 37~~ it is known to have contained World War II Prisoner of War camp. Should any significant resources be found, then those resources should be conserved or the adverse impacts of any development mitigated. If resources are present, the applicant should work with the History Commission to write and fund the creation and installation of a historic marker on site;
- Affordable housing should be provided through compliance with the Affordable Dwelling Unit Ordinance, an appropriate proffer of land or units for affordable housing, or a financial contribution to the Fairfax County Housing Trust Fund. In addition, the provision of workforce housing to accommodate the needs of individuals or families making from 70 to 120 percent of the county's median income is encouraged; and,
- Any development should mitigate the impact of the residential component on public schools;

An option to replace a A portion of the approved office use ~~within RZ-2005-SP-019 has been developed~~ may be replaced with single-family attached units. The remaining office component should be designed as professional office to serve the community with at least 35,000 square feet of development. The conditions achieved under the approved development should be maintained and enhanced, particularly those related to design and open space, as follows:

- The front façades of the single-family attached units are oriented toward Ridge Top Road and the Government Center Parkway or internal courtyards and pedestrian pathways. The façades should contribute to a defined and pedestrian-friendly streetscape. Internal courtyards and pedestrian pathways should be well-lit and useable with pedestrian-friendly elements such benches and shade trees. Garages and driveways should be oriented to the rear of the units, and sufficient visitor parking should be provided. The units should be sufficiently buffered and screened year-round from the office uses and structured parking facility to the north;
- The approved pedestrian plaza at the corner of Ridge Top Road and Government Center Parkway should be maintained near the single-family attached units. The plaza should complement the park on the south side of the Parkway and function as coordinated gateway features to the development. The plazas should be useable, well-landscaped, provide seating, and include distinctive elements, such as a fountain or public art; and,
- A community park is envisioned near the office use. The park should be well-lit and well-landscaped with shade trees and include elements that encourage public usage, such as a gazebo, plaza, and playground. This park may be an appropriate location for an historic marker regarding the World War II Prisoner of War camp. Other recreational amenities and open spaces designed to serve residents and guests are encouraged, including roof-top areas.

Any remaining, unconsolidated parcels may develop at an intensity up to 1.0 FAR office/mixed-use, if all relevant conditions above are achieved and appropriate inter-parcel access is provided to the adjacent development.

Sub-unit ~~Q10~~J4

Commented [RKM21]: Removed references to the rezoning case, as that is uncommon in Plan text.

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 20 dwelling units per acre

~~Should this sub-unit be redeveloped, it~~ This sub-unit is planned for residential use at 20 dwelling units per acre at the overlay level and is developed with townhouse and multifamily residential uses subject to the following conditions.

- Residential development on the balance of this site should provide sufficient land for open space and on-site recreation facilities.
- Parcels should be consolidated to the greatest extent possible and developed in a cohesive, unified design.
- Substantial buffering of these residential units should be provided along Lee Highway and Government Center Parkway ~~the east-west subconnector road.~~

~~Within Sub-unit Q10 is Tax Map 56-2((3))15, which is commercially zoned and located on the boundary of the City of Fairfax adjacent to an established retail center. As an option, this parcel is planned for retail use at the baseline level. The baseline option for retail use is contingent upon coordination of development and access with the shopping center. Access from Lee Highway or the Lee Highway service drive is not appropriate.~~

Sub-unit Q11

~~This sub-unit includes the K-Mart shopping center and is located within the City of Fairfax. The City of Fairfax internal planning issues are handled by the City government. The City of Fairfax has planned this area for commercial use.~~

LAND UNIT K

CHARACTER

This land unit is located in the area north of Lee-Jackson Memorial Highway, west of the City of Fairfax, south of I-66, and east of the Lee-Jackson Memorial Highway /I-66 interchange. The area is predominately developed with office uses and the Fairfax Ridge multifamily residential development.

RECOMMENDATIONS

Land Use

Baseline: Office use up to .25 FAR

Overlay: Office use up to .50 FAR

This area contains office uses, multifamily residential uses and a hotel. ~~These uses are expected to remain. Undeveloped parcels are~~ This land unit is planned for medium intensity office use at .50 FAR at the overlay level to be compatible with the overall intensity of this area. Particular attention should be given to the presentation of a high-quality image from I-66 and Lee-Jackson Memorial Highway. The planned roadway improvements for this area are shown on

Figure 63.

Development in this area is constrained by an Environmental Quality Corridor (EQC) associated with the stream valley that traverses the western portion of the land unit. The EQC encompasses the floodplain, associated alluvial soils, and steep slopes. This EQC area should be retained in open space.

As an option to office use at the overlay level, the Fairfax Ridge Community is developed with Parcels 46-4((1))15A, 36, 37, and 56-2((1))15F, 16, 18A and 22 (an area with approximately 24 acres), and Parcels 47-3((1))58A and 58B (an area with approximately 14 acres), may be considered for multifamily residential uses at 20 to 25 dwelling units per acre subject to the following recommendations, if all of either group of the above parcels are fully consolidated and considered under one rezoning. Low-rise multifamily use and/or mid-rise multifamily use may be appropriate if the proposal results in a quality living environment. Less intensive uses or other unit types are generally not appropriate because they would not be compatible with existing office use. A quality living environment would include usable open space for recreation, buffers, screening and noise mitigation measures. Residential development should be designed in a manner compatible with the adjacent office buildings in terms of scale and height. Any development application for this option should also be evaluated in terms of adequately addressing the following conditions:

- Preservation of the Environmental Quality Corridor and the Resource Protection Area.
- Provide usable open space and on-site active recreation facilities sufficient to serve the residents of this complex.
- Provide pedestrian walkways connecting all portions of the development and linkages to adjacent properties.
- Provide noise attenuation measures, which may include noise barriers and/or a substantial vegetative buffer adjacent to I-66 and/or the I-66/Lee-Jackson Memorial Highway interchange; in addition, the site design should orient buildings in a manner that will further shield active recreational areas and open space areas from highway noise.
- At the time of zoning, provide an evaluation of the existing sewer system capacity and commit to providing any improvements necessary to offset the increased sewer flow demand of the residential development to the satisfaction of Fairfax City and Fairfax County.

As an option to office at the overlay level, Tax Map Parcels 56-2((1))19 and 20 (an area of approximately 3.51 acres) may be considered for are developed with multifamily residential use at a density of 16-20 dwelling units per acre with the following conditions, provided that the proposed development should be designed in a manner that is compatible with the adjacent residential development in terms of height, scale, materials and massing of buildings and meets the conditions above for residential development in Land Unit K. Access should be through the adjacent residential community to Fairfax Ridge Road. No residential development should occur on Parcel 20. Density associated with these two parcels should be used to the extent possible on Parcel 19 and some or all of Parcel 20 should be considered for dedication to the county for park and transportation purposes.

SUBURBAN NEIGHBORHOODS AND LOW DENSITY RESIDENTIAL AREAS**LAND UNIT ~~AL~~****CHARACTER**

This land unit is located ~~in the northwest quadrant of West Ox Road and~~ Lee-Jackson Memorial Highway and is bisected by the Fairfax County Parkway (Route 286). It extends northward toward Ox Hill Road and westward ~~beyond the Fairfax Parkway to just west of beyond~~ Rugby Road. The ~~eastern portion of the land unit contains the Fifty West office buildings and the Police and Fire Station; the central portion contains the Virginia Power office building, transmission lines, and substation and a service station; and the western portion contains the~~ stable Fairwoods townhouse subdivision with a density of approximately 5 dwelling units per acre. ~~This subdivision is bisected by the Fairfax County Parkway (Route 286).~~ Further west is part of the Murray Farms single-family detached subdivision. This land unit also contains institutional uses.

RECOMMENDATIONSLand Use**Sub-unit ~~A1L1~~**

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential use at 5 dwelling units per acre

This sub-unit contains the portion of the former Murray Farms subdivision located south of the Fairfax County Parkway and is planned for residential use at 5 dwelling units per acre at the overlay level. This includes the Kensington Parc and Kensington Square neighborhoods, developed under the same conditions for development that applied to the portion of Murray Farms in UP8 Lee-Jackson Community Planning Sector (Upper Potomac Planning District).

The remainder of the sub unit contains the stable Fairwoods residential townhouse subdivision developed at a density of approximately 5 dwelling units per acre.

Sub-unit ~~A2L2~~

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential use at 3 dwelling units per acre

This sub-unit is planned for residential use at 3 dwelling units per acre at the overlay level. The existing church is expected to remain.

LAND UNIT ~~DM~~**CHARACTER**

This land unit is located west of the Fairfax County Parkway and east of the Greenbriar community. It contains the stable Oakwood Estates single-family, detached subdivision, the

Birch Pond single-family, attached subdivision and a portion of the Big Rocky Run Stream Valley Park.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 2 dwelling units per acre

Overlay: Residential use at 3 dwelling units per acre

The Big Rocky Run EQC, including Tax Map Parcel 45-4((5))A, is planned for public park use and should be preserved in undisturbed open space and incorporated into the area's recreation and primary pedestrian open space system. Access should be limited to pedestrians and bicycles via the existing countywide trail or other trails.

The remainder of this land unit is planned for residential use at 3 dwelling units per acre at the overlay level. Oakwood Estates, an existing stable residential neighborhood, should be protected through the use of buffering measures.

LAND UNIT ~~BN~~

CHARACTER

This land unit is located in the northeast quadrant of West Ox Road and Lee-Jackson Memorial Highway. It extends northward towards Waples Mill Road and eastward to the Fairfax Farms low density residential community. It contains the Penderbrook residential development and Penderbrook public golf course.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling units per acre; golf course

Overlay: Residential use at 6.6 dwelling units per acre; golf course

This land unit is planned for residential use at 6.6 dwelling units per acre at the overlay level. It contains the Penderbrook subdivision and the Penderbrook Golf Course. The planned density for this land unit was predicated on a unified development plan for the area and the incorporation of the golf course as an area-wide public amenity. The golf course should be preserved either as an operating golf course or passive green space in perpetuity, should the privately owned golf course operation cease. The preservation of the golf course for public use in this area is essential to achievement of the Plan's objectives for the Fairfax Center Area. Land Unit ~~BN~~ was substantially consolidated to develop a unified residential development that includes a mixture of townhouses and low-rise multifamily units at an approximately 2 to 1 ratio. The higher density development is oriented internally to minimize the impact on adjacent low density communities.

All development in this area should meet the following development conditions:

- No free-standing retail functions should be permitted;

- No strip commercial uses should be allowed along Lee-Jackson Memorial Highway or West Ox Road;
- Impervious surfaces should be minimized; and
- Open space should be maximized.

Parks and Recreation

The Penderbrook Golf Course should be maintained for public use. In the event that the current operation ceases, the golf course should be acquired by the Fairfax County Park Authority. In any event, the site is to be perpetually available for publicly accessible open space.

LAND UNIT ~~C0~~

CHARACTER

This land unit is located north of the Lee-Jackson Memorial Highway /I-66 interchange and contains the stable Fairfax Farms residential subdivision and other low density residential development.

RECOMMENDATIONS

Land Use

Sub-units ~~C1, C2, C3~~ O1, O2, O3

O1: Baseline: Residential use at .5 dwelling unit per acre
Overlay: Residential use at 1 dwelling unit per acre

O2: Baseline: Residential use at 1 dwelling unit per acre
Overlay: Residential use at 2 dwelling units per acre

O3: Baseline: Residential use at .1 dwelling unit per acre
Overlay: Residential use at .2 dwelling unit per acre

These sub-units contain the stable Fairfax Farms subdivision which should be buffered and preserved. The easternmost part of Sub-units ~~C1O1~~ and ~~C3O1~~ contain low density residential areas adjacent to Fairfax Farms and should reflect that land use, density and character. West and north of Difficult Run the area is planned for .5-1 dwelling unit per acre. East of Difficult Run it is planned for .5-1 and .1-.2 dwelling unit per acre, private open space or stream valley park. The area adjacent to Fairfax Farms Road is planned for private open space or stream valley park and 1-2 dwelling units per acre. Redevelopment to higher densities or intensities should not occur. Infill of vacant lots in the subdivision and in adjacent areas should be compatible with existing development in terms of use, intensity, and dwelling unit type. Fairfax County should continue to exercise its best efforts to protect the residential neighborhood of Fairfax Farms.

Parks and Recreation

Ensure protection of the headwaters of Difficult Run by means of a permanent open space easement to the Fairfax County Park Authority. Establish a greenway/EQC system to preserve sensitive environmental areas and provide continuity of public access to open space to the north and west.

LAND UNIT ~~FP~~

CHARACTER

This land unit is located north of I-66 on either side of Stringfellow Road. The Fair Lakes Parkway and the Fair Lakes Boulevard traverse this area. This land unit represents a transition in land use and intensity between the mixed-use center area of Fairfax Center to the east and low density Suburban Neighborhood residential areas to the west. Transit improvements are proposed for the area adjacent to Stringfellow Road and I-66 which include a Metrorail station and additions to the existing park-and-ride lot. Potential facilities could also include express bus and kiss-and-ride facilities.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling units per acre

Overlay: Residential use at 3 dwelling units per acre

This ~~sub-land~~ unit is planned for residential use at 3 dwelling units per acre at the overlay level. In addition, land in this sub-unit is proposed for use as a Metrorail commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this sub-unit as shown on Figure ~~74~~.

LAND UNIT ~~LQ~~

CHARACTER

This land unit is located south of I-66, north of Lee Highway (Route 29) on either side of Stringfellow Road. This area is mostly developed with single-family, detached homes. Arrowhead Park is located in this land unit. Transit improvements are proposed for the southwest quadrant of Stringfellow Road and I-66 which include a Metrorail station and a park-and-ride lot. Potential facilities could also include express bus and kiss-and-ride facilities.

RECOMMENDATIONS

Land UseBaseline: Residential use at 1 dwelling unit per acreOverlay: Residential use at 2 dwelling units per acre

Arrowhead Park is located in this land unit and is planned for public park use. The remainder of the area is planned for low density residential use at 2 dwelling units per acre at the overlay level. The western portion of Land Unit ~~LQ~~ is part of the Centreville Farms Area and has generally developed under the redevelopment option for that area (see land use recommendations for the Centreville Area and Suburban Center). Sensitivity in site planning is required in areas affected by utility easements and rights of way that traverse this land unit. Noise and visual mitigation methods should be employed in portions of this sub-unit adjacent to I-66. Little Rocky Run traverses the southern portion of this ~~sub-land~~ unit. This area should be left undeveloped as part of an open space system. The planned roadway improvements for this area are shown on Figure ~~53~~.

In addition, land in this land unit is proposed for use as a Metrorail commuter parking facility adjacent to I-66 as part of the I-66 Enhanced Public Transportation Corridor. Final site selection should be contingent upon the completion of a study of alternative sites which includes consideration of traffic impacts, environmental impacts and the potential impacts such a location would have on creating increased density pressures around it. Resolution of the final site location should be accomplished as part of the Enhanced Public Transportation Corridor study yet to be undertaken, or as a separate study effort. Prior to the completion of the study effort, steps should be taken to preserve the site identified in this ~~sub-land~~ unit as shown on Figure ~~74~~.

Parks and Recreation

Consideration should be given to designating Little Rocky Run as part of the Fairfax County Park Authority Stream Valley Park system and the main channel of the EQC planned for public park use. Consideration should also be given to seeking open space and public trail easements on those portions of this and other EQCs where public acquisition of land is not feasible due to existing development.

LAND UNIT ~~MR~~**CHARACTER**

This land unit is located south of I-66, north of Lee Highway, and west of the Fairfax County Parkway. It contains residential subdivisions. The stable Willowmeade single-family, residential community is located in Sub-unit ~~M2R2~~. A Fairfax County Girls' Probation Home is also located in this land unit.

RECOMMENDATIONSLand Use**Sub-unit ~~M4R1~~**Baseline: Residential use at 1 dwelling unit per acreOverlay: Residential use at 2.5 dwelling units per acre

This sub-unit is planned for low density residential use. Noise mitigation methods must be employed to buffer impacts from I-66. Visual buffering should also be incorporated into development plans for parcels adjacent to I-66.

Sub-unit ~~M2~~R2

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 2 dwelling units per acre

This sub-unit is planned for residential use at 2 dwelling units per acre at the overlay level. Any new development proposed in this area must be compatible with the stable Willowmeade residential subdivision and other residential subdivisions. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway.

Existing spot commercially-zoned parcels along Lee Highway should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

Sub-unit ~~M3~~R3

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 4 dwelling units per acre

Sub-unit ~~M3~~R3 is planned for residential use at 4 dwelling units per acre at the overlay level and is developed with the Buckley's Reserve neighborhood. This area contains townhouses within the eastern portion of the neighborhood and single family residential units tapering to existing neighborhoods to the north and west. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway.

Transportation

The roadway circulation for Land Unit ~~M~~R should be based upon the following text and is depicted on Figure 53.

1. All roads in Land Unit ~~M~~R shall be designated and constructed as interparcel connectors, and shall not be designed or constructed to facilitate or encourage through traffic.
2. All roads in Land Unit ~~M~~R shall be designed and constructed in a manner consistent with the residential character of the area.

Public Facilities

Expand the Girls' Probation Home to 24 beds. This facility is located on Tax Map Parcel 55-4((1))10 on the north side of Lee Highway.

Parks and Recreation

Consideration should be given to designating Little Rocky Run as part of the Fairfax County Park Authority Stream Valley Park system and the main channel of the EQC planned for public park use. Consideration should also be given to seeking open space and public use trail easements on those portions of this and other EQCs where public acquisition of land is not feasible due to existing development.

LAND UNIT ~~RS~~

CHARACTER

This land unit is located south of Lee Highway at the western edge of the Fairfax Center Area. Existing development includes Clifton Farm, the northeastern portion of the Katherine T. Moore subdivision and the northern portions of the Willow Springs and the stable Hampton Forest single-family, detached unit subdivisions.

RECOMMENDATIONS

Land Use

Sub-unit ~~R1S1~~

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 3 dwelling units per acre

This sub-unit is planned for single-family residential use at 3 dwelling units per acre at the overlay level. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway.

Existing spot commercially-zoned parcels along Lee Highway should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

Sub-unit ~~R2S2~~

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 2 dwelling units per acre

This sub-unit is planned for single-family residential use at 2 dwelling units per acre at the overlay level. Visual buffering should be provided in any development plan for parcels fronting on Lee Highway.

LAND UNIT ~~ST~~

CHARACTER

This land unit is located on the south side of Lee Highway opposite the Willowmeade subdivision. Existing development includes portions of the stable Crystal Springs and Hampton Forest subdivisions.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 2 dwelling units per acre

This land unit is planned for low density residential use at 2 dwelling units per acre at the overlay level and generally contains low density single-family homes. New development in this area must be compatible with the existing stable Crystal Springs subdivision. Buffering along Lee Highway should be incorporated in development plans for this area.

Existing spot commercially-zoned parcels along Lee Highway should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

LAND UNIT ~~TU~~

CHARACTER

This land unit is located south of Lee Highway in the area south of the intersection of West Ox Road and Lee Highway. This land unit contains portions of the Lee Pines, Piney Branch, Glen Alden, Marymead, Cannon Ridge, and Buckner Forest subdivisions. The Fairfax County Parkway is located in the western portion of this land unit.

RECOMMENDATIONS

Land Use

Baseline: Residential use at 1 dwelling unit per acre

Overlay: Residential use at 2 dwelling units per acre

This land unit is planned for low density residential use at 2 dwelling units per acre at the overlay level. Buffering along Lee Highway should be provided.

Existing spot commercially-zoned parcels along Lee Highway should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

LAND UNIT ~~UY~~

CHARACTER

This land unit is located south of Lee Highway across from the Fairfax County Government Center. Existing uses include a portion of the stable Leehigh subdivision, vehicle repair and service uses, and some vacant tracts. This area serves as a transition to the area to the south that is zoned R-C and planned for low density residential use in conformance with the Occoquan Basin Study recommendations.

RECOMMENDATIONS

Land Use**Sub-unit ~~U4~~V1**Baseline: Residential use at 1 dwelling unit per acreOverlay: Office use up to .25 FAR

This sub-unit contains retail, auto repair, and office uses in addition to vacant land and a cemetery. The retail uses should not be expanded or intensified. Redevelopment to office use at a maximum FAR of .25 is appropriate to be more compatible with the adjacent residentially planned areas. Any commercial development in this sub-unit should provide effective screening and buffering to adjacent residential uses through landscaping and other measures including architectural treatments on all sides of the structures. Adequate landscaping should also be provided along Lee Highway. The existing cemetery should be preserved and adequately buffered. Development of the area adjacent to Village Drive should be designed to allow for the development of the planned interchange of Monument Drive, Village Drive and Lee Highway.

As an option, alternative uses of a similar intensity, such as assisted living, may also be appropriate for Tax Map P parcels 56-2 ((1)) 62, 63B, 63C, 66, 67A and 67B to be more compatible with the adjacent residentially planned areas. These uses should be sited in a way such that screening, buffering, building tapering, landscaping along Lee Highway, open space, architectural treatments on all sides of the structure, and internal circulation may be provided in such a way to minimize visual impact on the adjacent residential uses. Residential use up to 2 ~~dwelling units~~ dwelling units per acre may also be appropriate.

Sub-unit ~~U2~~V2Baseline: Residential use at 1 dwelling unit per acreOverlay: Residential use at 2 dwelling units per acre

This sub-unit is planned for residential use at 2 dwelling units per acre at the overlay level. Adequate buffering should be provided for those parcels fronting on Lee Highway.

Existing spot commercially-zoned parcels along Lee Highway should not be expanded or intensified. Redevelopment to uses which are more compatible to the adjacent planned residential areas should be encouraged.

LAND UNIT ~~V~~W**CHARACTER**

This land unit is located south of Lee Highway on either side of Shirley Gate Road. The planned intensities are greatest to the north and then taper down to the south where the area is planned for low density residential use in conformance with the findings of the Occoquan Basin Study. There are a variety of land uses in this land unit including retail, warehousing, housing, a mobile home park, and a Fairfax County Boys' Probation Home.

RECOMMENDATIONS

Land Use**Sub-unit ~~V4~~W1**

Baseline: Office use up to .15 FAR; residential use at .1 dwelling unit per acre; residential use at 1 dwelling unit per acre

Overlay: Office use up to .25 FAR; residential use at .2 dwelling unit per acre; residential use at 2 dwelling units per acre; residential use at 3 dwelling units per acre

Parcels north of the right-of-way for the Manassas Gap Railroad or north of the Kiel Gardens subdivision are planned for residential use at 3 dwelling units per acre at the overlay level to provide for infill development that is compatible with the Deerfield Forest subdivision. The only exceptions to this recommendation are the commercially-zoned properties at the southwestern quadrant of Shirley Gate Road and Lee Highway, which are planned for low intensity office use at a maximum FAR of .25. However, much of this commercially-zoned area may be used to accommodate the planned interchange at Shirley Gate Road and Lee Highway. Any development of this area should not preclude the construction of the interchange. As an option, these commercially zoned parcels may be appropriate for residential use up to 3 ~~dwelling units per acre~~, consistent with land use recommendations for adjacent properties to the west.

Those parcels generally south of the railroad right-of-way are planned for residential use at 2 dwelling units per acre at the overlay level.

Land in the southeastern-most portion of this sub-unit is planned for residential uses within a density range of .1-.2 dwelling unit per acre. This conforms with the findings in the Occoquan Basin Study. Additional guidance for this area is included in the land use recommendations for Community Planning Sector F7 in the Fairfax Planning District.

Sub-unit ~~V2~~W2

Baseline: Office use up to .15 FAR; retail use up to .15 FAR; residential use at .1 dwelling unit per acre; residential use at 1 dwelling unit per acre

Overlay: Office use up to .25 FAR; retail use up to .35 FAR; residential use at .2 dwelling unit per acre; residential use at 3 dwelling units per acre

This area contains the Fairfax Centre shopping center, the Waples Mobile Home Park, a self-storage facility, and several single-family homes. The mobile home park, located on Tax Map Parcel 56-2((1))46, should remain located in this area, in accordance with the Guidelines for Mobile Home Retention in Land Use Appendix 10 of the Policy Plan.

Tax Map Parcel 56-2((1))52 located at the southeastern quadrant of Shirley Gate Road and Lee Highway contains a self-storage facility. Should it redevelop, it is planned for office use at .25 FAR at the overlay level. In addition, Tax Map Parcels 56-2((1))50 and the northern portion of Tax Map Parcel 56-2((1))47A, not to exceed a depth from Lee Highway that corresponds to the southern boundary of Parcel 50, are planned for office use at .25 FAR at the overlay level.

Design for the property fronting on Lee Highway should incorporate dedicated access along the eastern or western boundary to allow for development to the rear of the site.

The Cloisters of Fairfax subdivision is planned for residential use at 1 ~~dwelling units per acre~~ at the baseline level, 2 ~~dwelling units per acre~~ at the intermediate level, and 3 ~~dwelling units per acre~~ at the overlay level.

per acre at the overlay level. As an option at the overlay level, this area developed with single-family detached residential units at a density up to 5 ~~du/ac~~ dwelling units per acre, subject to the following conditions:

- These parcels are fully consolidated;
- Access to Shirley Gate Road is limited to two points (i.e., directly across from Peep Toad Court and Nancyann Way);
- Lots do not have direct access to Shirley Gate Road;
- Mature trees on the site are preserved: interior landscaping and screening is limited to 80% deciduous and 20% coniferous plant material;
- A uniformly designed privacy fence 6 feet in height, with brick columns every 30 feet, landscaped between it and the sidewalk, is placed along Shirley Gate Road;
- A neighborhood character is created with the use of interconnected loop streets, central recreation area, and/or landscaped open space as the focal point; and
- Those portions of the former Civil War railroad right-of-way that are determined to be of historical or archaeological significance are retained as open space features within this transitional area and identified by a permanent interpretive marker.

Tax Map Parcel 56-4((6))1, which was not consolidated with the Cloisters of Fairfax subdivision, should only develop at the baseline level of 1 ~~du/ac~~ dwelling units per acre or the intermediate overlay level of 2 ~~du/ac~~ dwelling units per acre. Tax Map Parcels 56-2((4))11, 56-2((1))51A, 56-2((1))46 and the southern portion of Tax Map Parcel 56-2((1))47A are planned for residential use up to 3 ~~du/ac~~ dwelling units per acre at the overlay level.

Tax Map Parcels 56-2((1))45B and 57-1((1))11A and 11B are planned for community-serving retail uses at a maximum FAR of .35 at the overlay level.

Parcels at the southernmost edge of this sub-unit are planned for residential use within a density range of .1-.2 dwelling unit per acre or private open space. This conforms with the findings of the Occoquan Basin Study. Additional guidance for this area is included in the land use recommendations for Community Planning Sector F7 in the Fairfax Planning District.

The Chandler Grove neighborhood, located in the southeast corner of this sub-unit, is planned for residential use at 1 ~~du/ac~~ dwelling units per acre at the baseline level, 2 ~~du/ac~~ at the intermediate level, and 3 ~~du/ac~~ dwelling units per acre at the overlay level. This area developed under an option at the overlay level for 3-4 ~~du/ac~~ dwelling units per acre with the following conditions:

- Full consolidation of all parcels is achieved;
- Landscape screening to adjacent residential uses and parklands is provided;
- Mature trees are retained to the extent feasible;
- Pedestrian access is provided to the adjacent commercial area to the north and to the parkland to the south;

- A minimum of four parking spaces per dwelling unit, and 25% additional parking spaces to be scattered throughout the site;
- No side load garages (i.e., a garage that shares circulation and access with an adjoining dwelling unit's garage) should be considered;
- Innovative storm water management techniques should be utilized; and
- Necessary improvements to Rust Road are made.

Public Facilities

Expand the Boy's Probation Home to 22 beds. This facility is located on Tax Map Parcels 56-4((1))10 and 11 on the west side of Shirley Gate Road.”